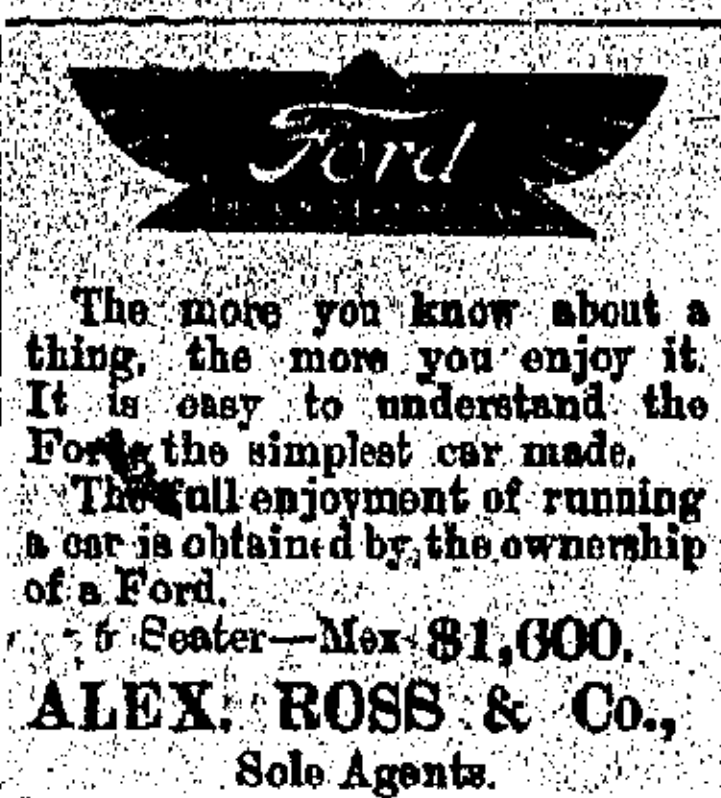


Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.



17,527. 號七十二百五千七萬一第 日九十月五閏年寅甲 HONGKONG, SATURDAY, JULY 11TH, 1914. 六拜禮 號一十月七年三國民華中 PRICE: \$3 PER MONTH.

INTIMATIONS
AR BRAND
TERILIZED
NATURAL MILK.



PURE SWISS
MILK.

BERNESE ALPS MILK CO.
OLDEN, SWITZERLAND.

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BLACKHEAD & Co.

ISLAND CEMENT COMPANY.

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(MITSU BISHI CO.)
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PROPRIETORS OF TAKASIMA,
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AMAZUTSU, SATO, SHINNEW
AND KAMAYAMA Collieries.
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KITO AND OYUBARI Coals.

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KARATSU, WAKAMATSU,
SU, MURORAN, HAKODATE,
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OHAMA, NAGOYA, TSURUGA,
NGHAI, HONGKONG, HANKOW,
PEKING.

Address for above: "IWASAKI,"
No. 1, A.B.C. 5th Ed., Western Union.

AGENTS: Messrs. GEORGE & Co.
NAGASAKI, Messrs. MACDONALD & Co.
KARATSU, Messrs. BOWEN & Co., Ltd.
SU, Messrs. A. R. BROWN,
MURORAN & Co., Ltd.

Particulars apply to
K. KATO,
Manager

No. 2, Pedder Street, Hongkong.
Hong, 24th April, 1914.

TRAMWAY COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

10 a.m. to 11 a.m. Every 15 minutes.

11 a.m. to 12 noon Every 15 minutes.

12 noon to 1 p.m. Every 15 minutes.

1 p.m. to 2 p.m. Every 15 minutes.

2 p.m. to 3 p.m. Every 15 minutes.

3 p.m. to 4 p.m. Every 15 minutes.

4 p.m. to 5 p.m. Every 15 minutes.

5 p.m. to 6 p.m. Every 15 minutes.

6 p.m. to 7 p.m. Every 15 minutes.

7 p.m. to 8 p.m. Every 15 minutes.

8 p.m. to 9 p.m. Every 15 minutes.

9 p.m. to 10 p.m. Every 15 minutes.

10 p.m. to 11 p.m. Every 15 minutes.

11 p.m. to 12 midnight Every 15 minutes.

12 midnight to 1 a.m. Every 15 minutes.

1 a.m. to 2 a.m. Every 15 minutes.

2 a.m. to 3 a.m. Every 15 minutes.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Wain's.
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 398, 381, 2050, 3470.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 378 ft. NO. 3 DOCK. Docking Length 481 ft.
Every description of repair work is undertaken. A large assortment of material including all shades of steel, two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres. Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 800 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

WEISMANN'S

FOR QUANTITY.

WEISMANN'S

FOR PURITY.

WEISMANN'S

FOR QUALITY.

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.										SOUTH BOUND.									
Connecting at Harbin with					{ Wagon Express Mail Mixed					Connecting at Harbin with					{ Wagon Express Mail Mixed				
					Russian Gauge to Korea for Japan for Manchuria										Russian Gauge to Korea for Japan for Manchuria				
Class	From	To	Days	Time	Class	From	To	Days	Time	Class	From	To	Days	Time	Class	From	To	Days	Time
Y 4000	Shanghai (S.M.R. 3rd)	via	Yokohama	10.00 a.m.	Y 4000	Shanghai (S.M.R. 3rd)	via	Yokohama	10.00 a.m.	Y 4000	Shanghai (S.M.R. 3rd)	via	Yokohama	10.00 a.m.	Y 4000	Shanghai (S.M.R. 3rd)	via	Yokohama	10.00 a.m.
Y 1400	Dairen	(S.M.R. 3rd)	via	8.20 p.m.	Y 1400	Dairen	(S.M.R. 3rd)	via	8.20 p.m.	Y 1400	Dairen	(S.M.R. 3rd)	via	8.20 p.m.	Y 1400	Dairen	(S.M.R. 3rd)	via	8.20 p.m.
Y 1140	Changchun	(S.M.R. 3rd)	via	11.20 a.m.	Y 1140	Changchun	(S.M.R. 3rd)	via	11.20 a.m.	Y 1140	Changchun	(S.M.R. 3rd)	via	11.20 a.m.	Y 1140	Changchun	(S.M.R. 3rd)	via	11.20 a.m.
Y 4000	Harbin	(S.M.R. 3rd)	via	4.00 p.m.	Y 4000	Harbin	(S.M.R. 3rd)	via	4.00 p.m.	Y 4000	Harbin	(S.M.R. 3rd)	via	4.00 p.m.	Y 4000	Harbin	(S.M.R. 3rd)	via	4.00 p.m.
	Changchun	(S.M.R. 3rd)	via	7.10 a.m.		Changchun	(S.M.R. 3rd)	via	7.10 a.m.		Changchun	(S.M.R. 3rd)	via	7.10 a.m.		Changchun	(S.M.R. 3rd)	via	7.10 a.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
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	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
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	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
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	Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.		Harbin	(S.M.R. 3rd)	via	1.00 p.m.
	Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.		Changchun	(S.M.R. 3rd)	via	4.00 p.m.
	Harbin	(S.M.R. 3rd)	via	1.0															

INTIMATIONS

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ST. MARCEAUX & Co.

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GUARANTEED VINTAGE
WINE.

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VIN BRUT AND VERY DRY.

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1 Doz. Quarts -	\$58.00
2 " Pints -	60.00
4 " Splits -	\$63.00

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HONGKONG.

HONGKONG OFFICE: 104, DES VIGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 11th, 1914.

The enterprise of GURDIT SINGH, who undertook to test the constitutional ability of the Dominion of Canada, to forbid the immigration of Hindus into that country, has not proved the lucrative business he expected. GURDIT SINGH has been described as a wealthy Sikh who gives his address as "Care of Gardwara, Singapore." Gardwara is the Sikh Temple. Although the *Komagata-maru* is stated to belong to the "Siri Guru Nanak Steamship Co.," this Company appears from a pamphlet issued by GURDIT SINGH to be a one-man affair. "I have taken the whole thing upon my own shoulders," he says. "Nobody has come forward to buy any shares in the Company as yet, but it is expected that this lucrative business will induce others to join the Company as partners." That was written before the *Komagata-maru* set out with her human freight of some 400 Hindus seeking admission into Canada in defiance of the immigration regulations of British Columbia. The *Komagata-maru* is a Japanese steamer chartered for the purpose, the terms being \$60,000 for six months, GURDIT SINGH to bear the "incidental expenses," which, we presume, includes the not inconsiderable item of the cost of feeding the passengers. These men have now been about five months on this steamer, and if the return voyage is made immediately it will be fully another six weeks before the disappointed Hindus again reach their native land. So altogether the enterprise will have cost GURDIT SINGH a good round sum of money. According to a telegram published a few days ago the disappointed immigrants are appealing to the Dominion Government for financial assistance. There is, of course, no obligation on the part of the Canadian Government to render such assistance. The obligation rests upon the charterer or the owners of the vessel to take the Hindus back to India at their own cost. GURDIT SINGH's action has been based on the fact that Hindus are citizens of the Empire, and some time ago he announced that if the shipload he had taken to Canada were deported he would

sue the Dominion Government, and, failing satisfaction of his claim, he would appeal to the Government of India. It is difficult to perceive what justification for such a claim exists. The anti-Oriental feeling on the Pacific Coast of Canada is well known and the grounds for it are thoroughly realised. It was also known that in anticipation of the voyage the duration of a special Order-in-Council totally excluding all artisan immigrants was extended until September. Moreover, the UNDER-SECRETARY OF STATE FOR INDIA recently mentioned in the House of Commons that the difficulties likely to confront British Indian subjects who desire to enter British Columbia are well known in India, the Government there having given the widest publicity to the facts. And in defiance of all this the *Komagata-maru* was chartered to take about four hundred Hindus to Vancouver in order to test the constitutionality of the prohibition. No doubt GURDIT SINGH was encouraged somewhat by the fact that a great variety of opinions were being expressed in Canada regarding the legal aspect of the question, and that he was able to engage one of the most eminent lawyers of Montreal to fight the case for the admission of the Hindus. The Dominion Government, however, supported the Immigration Law and announced their intention to enforce it "unless we are defeated in the Courts on some technical point." The Supreme Court has now definitely upheld the validity of the law and the Government has accordingly instructed the Immigration Authorities to enforce the deportation of the *Komagata-maru's* passengers. We shall no doubt, in due course, see an agitation promoted in India on the subject, as was the case a year or more ago over the question of Hindu immigration into South Africa, but that can avail nothing to alter a policy to which the self-governing Colonies of the Empire attach so much importance. The utmost that can be hoped for by the Indians is for some such agreement as Canada has with Japan whereby the annual influx is restricted.

Prof. Dr. Karl Florenz, who after 25 years' service at the Imperial University at Tokyo, is about to leave Japan.

Owing to the inclemency of the weather, and the condition of the course, the Gymkhana has been postponed till next Saturday.

Among the midshipmen who have come out by the P. & O. *Nile* for service with the China Squadron is one of the sons of Mr. Donald Macdonald of Hongkong.

A landslip has occurred at Tai O, in the New Territory. Immediate attention to the slip is necessary, as there is serious danger of a further and more severe landslip.

At the Magistracy yesterday Inspector P. O'Sullivan charged a Chinese with being in unlawful possession of three large bags of salt fish, valued at \$80. The case was remanded for enquiries and to enable the police to find the owner of the fish.

A curio dealer, named G. F. Saito, of Queen's Road Central, has complained to the police that some person entered his room and stole a handbag, valued at \$25. The handbag contained various articles of clothing and a piece of jade-stone worth \$50.

Inspector McHardy prosecuted a Chinese carpenter at the Magistracy yesterday for the larceny of a gold necklet and pendant, the property of Sister Kelsey, of the Victoria Hospital, The Peak. It appeared that the defendant pawned the jewellery at a pawnshop in Cross Street, Wanchai, and some time later came to the shop with a valuable gold watch and chain, which he also attempted to pawn. He was then arrested by the police. It is believed that the watch belongs to Lady May. Defendant, who pleaded guilty to the larceny of the necklet and pendant, was remanded in custody. It is understood that he was recently employed at Government House.

At the Magistracy yesterday, before Mr. J. R. Wood, two Chinese were charged with stealing and receiving 83 bags of flour, being part of a consignment of 5,300 odd bags to Mr. W. Dunbar. Mr. Dunbar told the Magistrate that the flour was consigned to him from Canada on the *Empress of Russia*, and 1,118 bags were missing. He employed a Chinese flour merchant to take delivery of the flour, which was consigned to a junk. The junk was overloaded, and as the sea was rough some of the bags apparently slipped off into the sea. The flour was not sold in Hongkong for local consumption, but was used in Canton. He added that he had been unable to find the junk which conveyed the flour. Two Chinese gave evidence to purchasing bags of flour from the defendants. The case was remanded for a week for the prosecution to find the junk, bail being granted defendants in \$200 each.

HONGKONG AND SHANGHAI
BANK.

THE HALF-YEARLY DIVIDEND.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting:—
Dividend of £2 3s. per share, subject to deduction of Income Tax.
Add to the Silver Reserve Fund \$350,000
Write off Bank Premises 400,000
And carry forward about 20½ lacs.
It will be noted that instead of the Bank paying as hitherto the Income Tax on dividends subject to the British Income Tax, the dividend has been increased by an amount sufficient to compensate the shareholders liable to this tax, while the other shareholders will benefit to the full extent of the increase in the dividend.

THE HONGKONG TRAMWAY
COMPANY, LIMITED.

The following are the Company's returns for week ending July 4th, 1914:—
Receipts \$11,787
Decrease with corresponding week last year 8190
Aggregate to date:—
No. of weeks 27
Total \$419,081
Increase to date \$163,750

THE SITUATION IN KWANGSI.

An Up-River correspondent states that the condition of affairs in Kwangsi is at present deplorable. There is no order among the Military, who are practically their own masters, and pirates are threatening the inhabitants.

Our correspondent writes:—"I was here at Shiklung four years ago, and the alteration that has taken place since then is most noticeable. The soldiers, who are only getting \$6 per month, out of which they have to find their own food and clothing, are discontented, and are in a condition of disorder. They present a most disreputable appearance, and seem to be much worse than under the old Manchu regime. They take not the slightest notice of you even if you carry the highest credentials of the Peking Government. Preparations are being made now to defend Shiklung from pirates. Rumours have got into circulation that a band of robbers have taken up their abode on the hills above the Hung Shiu Ho River, just below Taiping. I could not leave as the crews of the small boats refused to go owing to the pirates firing down from the hills at any craft passing along the river. All the tradespeople are preparing for the anticipated attack by the robbers. They have been occupying themselves this morning by firing old Mauser rifles into the water, in order to frighten the pirates, and inform them of the fact that they have guns to defend themselves with.

An officer who had charge of 21 soldiers sent six of his men to the hills to try and discover the whereabouts and strength of the robbers, and I except they will soon return with news. Formerly guard-boats were stationed at various points, but owing to financial stringency the present Tutuh of Kwangsi had to dispose of them. In consequence the men on the guard-boats turned pirates. After a search I found a Military officer and a couple of soldiers in an old tea-house, and after I had presented my pass, he undertook to provide me with an escort of eight soldiers. Up to the time of writing, however, I have not seen any of my escort."

THE WATER SUPPLY.

The water return for the 1st inst. issued yesterday shows the level in the reservoirs to be as follows:—

	1913	1914
Tytam	Below overflow 12' 10"	Below overflow 10' 10"
Tytam Byewash	20' 10"	19' 10"
Tytam Intermediate	7' 3"	16' 4"
Pokfulum	Above overflow 0' 10"	Above overflow 0' 10"
Wong-nei-chung	Below overflow 1' 0"	Below overflow 0' 7"
STORAGE GALLONS—in millions and decimals—	1913	1914
Tytam	284.60	296.53
Tytam Byewash	2.35	6.62
Tytam Intermediate	157.27	115.60
Pokfulum	66.72	67.84
Wong-nei-chung	29.08	29.60
	540.02	519.19

The consumption in Victoria during June was 118.34 millions of gallons, giving a consumption of 15.3 gallons per head. In the same month last year 112.62 gallons were consumed with an average of 14.7 per head.

The Kowloon Gravitation Reservoir was 2ft. 10in. below overflow, as compared with 2ft. 5in. last year. The consumption in Kowloon for the month was 29.81 millions of gallons, giving an average of 14.0 gallons per head. In the same month last year the total consumed was 31.47 millions of gallons, with an average per head of 11.3 gallons. The storage in millions and decimals of gallons on July 1st was 323.56, against 317.85 last year.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

IMPENDING CRISIS IN
IRELAND.PREPARING FOR A PROVISIONAL
GOVERNMENT.

LONDON, July 10th.

The Ulster Unionists have issued a statement from Belfast that the meeting of the Ulster Unionist Council to-day will be held as a meeting of the Provisional Government, and will thus have wider powers. The statement proceeds to give a preamble of the Provisional Constitution. It declares that the object thereof is to exercise all the powers which the withdrawal of direct Imperial Government in Ulster will render necessary for the maintenance of peace, order and good government, and the laws now in force for the protection of the liberties of the people, such powers only to be exercised in allegiance to the King and for the purpose of preserving Ulster as an integral part of the United Kingdom. The authority of the Irish Parliament will not be recognised in Ulster.

SERIOUS ACTION CONTEMPLATED.

Captain C. Craig, M.P., after reading the statement to the representatives of the Press, said that this was the first time that Sir Edward Carson had summoned a special meeting of the Government. He hinted that serious action was contemplated, as they had private information that the situation was as black as it could be. The Ulster Volunteers now numbered over 100,000, and would enter any further forward movement with the same confidence as in the past.

On landing at Belfast to-day, Sir Edward Carson will be met and escorted by 400 Volunteers with fixed bayonets.

SIGNIFICANT CONFERENCES.

Lord Stamfordham, the King's Private Secretary, visited Mr. Asquith at Downing Street yesterday.

General Macready, who has been a frequent visitor to the War Office for some days, also visited Mr. Asquith.

RENEWED ANXIETY.

There is a greatly renewed anxiety over the Ulster problem. The Ulsterites in Belfast are very active in making preparations for the 12th July, and are forming a Belfast Mounted Corps. The police are being armed with ball cartridge.

SEIZURE OF AMMUNITION.

Customs officials yesterday seized from a steamer 240 sacks of "cement," which were filled with cartridges.

NUMERICAL STRENGTH OF THE
VOLUNTEERS.

In the House of Commons, the Secretary of State for Ireland, Mr. A. Birrell, announced that the National Volunteers numbered 132,000, and the Ulsterites 85,000.

THE HOME RULE AMENDING BILL.

LONDON, July 10th.

The House of Lords has concluded the Committee stage of the Home Rule Amending Bill. The third reading will be taken on the 14th inst., and the Bill will then be returned to the House of Commons.

It is doubtful whether the latter will deal with it before August 8th, owing to pressure of financial business.

THE INSURRECTION OF THE
EPIROTES.

The Hague, July 10th.

A despatch says that the Epirotes have captured Koritza. The Dutch officers are safe, and are en route to Valona.

The fighting at Koritza lasted three days. In a dash the Epirotes routed the Albanians. The town is orderly and the inhabitants accorded ovations to their "liberators."

TRAFFIC IN THE SUEZ CANAL.

MAXIMUM DRAFT OF SHIPS TO BE THIRTY FEET.

PARIS, July 10th.

The Suez Canal Company has decided that from January next the maximum draft of ships passing the Canal will be 30 feet.

[This news was announced in *The Times* of June 18th in the following terms: "It is now officially announced that from and after January 1st, 1915, the maximum draught of water allowed to ships going through the Suez Canal, which is at present 28ft. English, will be increased by 1ft., making it 29ft. English."]

[THROUGH REUTER'S AGENCY.]

THE MURDERS IN BOSNIA.

"IF THE RESPONSIBILITY IS BROUGHT HOME TO SERBIA."

BERLIN, July 10th.

The *Lokal Anzeiger*, in an apparently inspired article, says that if responsibility for the murders of the Archduke Franz Ferdinand and his Consort are brought home to the Servians, Austria will have the support of the civilised world, and especially of Germany, in demanding justice from Belgrade.

THE PUNISHMENT OF ACCESSORIES.

VIENNA, July 10th.

The *Neues Wiener Abend Blatt* says that representations will shortly be made to Belgrade with a view to the punishment of the accessories to the assassinations, and for the removal of all abuses precluding neighbourly intercourse between Austria and Servia.

AUSTRIAN TROOPS ON SERBIAN FRONTIER.

PARIS, July 10th.

The *Temps* correspondent at Belgrade says that Austrian troops are concentrating on the frontier.

THE SITUATION IN MEXICO.

VERA CRUZ, July 10th.

Rear-Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Carden, the British Minister, regarding it is believed, the advisability of sending a guard to the Legation.

NOGALES, July 10th.

A force of rebels, under General O'Bregon, captured Guadalupe, the second largest city in Mexico.

GERMANY'S ARMAMENT BURDEN.

MORE TAXATION.

BERLIN, July 10th.

The papers are giving prominence to the reports of fresh taxation in view of the increase in the personnel of the Navy and the number of armoured cruisers on foreign service.

The *Vorwaerts* says that the Milliard Marka War Levy in 1913 resulted in a deficit of 200,000,000 marks.

THE EMPIRE-DAY SHOOTING
CONTEST.

LONDON, July 10th.

The lists of final scores and the prize-winners in the Empire-Day rifle shooting cup contest have just been published. Seventy units competed.

The 16th Infantry, Newcastle (Australia), with a score of 2,932, won the Cup, silver medals, and £100.

Other prize-winners are as follows:—
4th King's Royal Rifles (Rawalpindi), 2,740 (bronze medals and £50).
35th Dogras (Malakand), 2,644 (bronze medals and £25).

Royal Marine Artillery (Portsmouth), 2,632 (special prize of £25 for best unit in Great Britain).

The 28th Punjab (Hongkong) came next with a score of 2,438.

The 10th Hussars (Potschefstroom) whose score was 2,368, were granted a special prize of £25 for best Mounted unit.

Prizes are given to all above 16th place.

KOWLOON-CANTON RAILWAY
DAMAGED.

We are informed that the Kowloon-Canton Railway has suffered damage through heavy rain near Canton, and it is uncertain whether any through trains will be able to reach Canton to-day.

TYPHOON WARNINGS.

A message received at 11.50 a.m. yesterday from the Manila Observatory reported a typhoon or cyclone E. of Luzon, more than 300 miles distant, moving W. or W.N.W.

At 6.45 p.m. the typhoon was reported to be E. of Northern Luzon, more than 300 miles distant, inclining northward.

LEAGUE TENNIS.

CIVIL SERVICE v. KOWLOON "A."

The following will represent the Civil Service Club:—J. R. Wood and R. E. Lindell; F. A. Biden and E. B. Reed; R. E. O. Bird and R. C. Barlow.

THE RICKMERS LINE.

The report of the Rickmers Line, Bremen, states that the accounts for 1913 show a surplus—including the amount brought forward and after deduction for depreciation of M.2,510,198. It is proposed to distribute the profits in the following manner:—Insurance fund, M.400,000; renewals fund, M.800,000; defence contribution and coupon tax fund, M.175,000; benevolent institutions of the shipbuilding yard, M.20,000; 8 per cent. dividend, M.750,000; directors M.21,000; carried forward, M.204,198.

["DER OSTASIATISCHER
SERVICE.]

CHINA SERVICE.

CHINA AND THE QUINTUPLE
GROUP.

PEKING, July

In consequence of an agreement reached between Yuan Shih-kai, Shi Chang and Sun Pao Chi, Liao Chao has been ordered to reopen negotiations with the Quintuple Bankers' cate and to declare himself as receiving 34 millions on account at the end of the year, in order to provide the repayment of foreign loans amount of 22 and of Chinese loans amount of 12 millions. The Government declares this will be a large foreign loan.

CHINESE FINANCE.

PEKING, July

Sun Pao Chi recommends that the loan necessary for monetary reform should be joined with the present negotiations with the foreign Banks for the circulation of notes in China.

CURRENCY REFORM IN CHINA.

PEKING, July

The Government has informed Provinces that having regard to improvement in the financial condition of China, the Mandate postponing monetary reforms in China for has been countermanded.

"WHITE WOLF'S" BANDIT
HONAN.

PEKING, July

As there was no co-operation among leaders of the troops in the field a "White Wolf," the latter has managed to again break through them into Tuan Tse Kuei and Tien Wen Lieh been instructed to keep their troops ready.

EUROPEAN SERVICE.

THE ASSASSINATIONS IN BO
INVESTIGATION BY THE HUNGARIAN GOV.

BERLIN, July

The investigation in the Hungarian Chamber at Budapest, under the manship of Count Tisza, has elicited the assassinations were executed by of conspirators. The Servian population in Bosnia is for the most part loyal, a revolution is not to be expected.

over, the situation is rendered serious by the military power. It is yet too early to communicate what steps will be taken at Belgrade, as it is necessary to have to the interests of peace as well as the prestige of the Monarchy.

The Russian Ambassador at Vienna informed Count Berchtold that he agreed to the extension of the invitations in the entreaties to Servian Ter. The Austrian Minister at Belgrade receive his instructions when Berchtold returns from Ischl.

It is said that the dissolution Pan-Servian Organization in Servia be attained by force, if necessary.

Servia is purchasing mining material close up the Danube.

The German Press announces Germany will assist Austria in case latter would have to demand satisfaction from Servia.

AFFAIRS IN ALBANIA.

Koritza has been occupied by Epirotes and the latter arrived safely at Valona. Durazzo reports say that the Epirotes, in the hands of the latter, receive good treatment.

THE COTTON TRADE.

LONDON, July

The Chairman of the British Association of Cotton Spinners recommends curtailment of the production of cotton until the end of September, demanded by the condition of the market. This proposal will be communicated to the American interests.

ANOTHER AVIATION RECORD.

BERLIN, July 10th.

The German aviator Linnekegel has broken the world's record by attaining a height of 6,600 metres at Johannisthal.

TELEGRAMS.

[“DER OSTATISCHER LLOYD” SERVICE.]

SUSPECTED PLOT TO ASSASSINATE THE FRENCH PRESIDENT.

BERLIN, July 9th.
The French Public Prosecutor believes that he has discovered a conspirator in a serious plot against President Poincaré in the Russian individual arrested at Beaumont. Several Russian anarchists were arrested in France.

GERMAN SUCCESSES IN ATELETICS.

BERLIN, July 9th.
At the Baltic athletic games held at Malmö, Sweden, many Germans took first place, such as in tennis, football, stage races and the quintuple competition.

THE BRITISH PARLIAMENTARY SITUATION.

LONDON, July 9th.
The situation in Parliament has raised the apprehensions of the Liberals, especially with regard to the large decrease in the Government majority during recent divisions. There is a general state of weariness and it is feared that the long sessions may provide the Government with embarrassments, if an agreement about Home Rule is not reached very soon.

THE “KOMAGATA MARU” ENTERPRISE.

BERLIN, July 9th.
The Indians of the Komagata Maru, who were refused entry into Canada, have declared their readiness to return, but asked the Government for monetary assistance.

WELL-KNOWN BULGARIAN ARRESTED FOR ESPIONAGE.

BERLIN, July 9th.
M. Tolyats, formerly Private Secretary to Czar Ferdinand of Bulgaria, has been arrested at Budapest on a charge of espionage for Russia.

THE HONGKONG UNIVERSITY.

Sir Charles Eliot, Principal of the Hongkong University, is now in Peking and is encouraged by the Central Authorities to hope that several students will be sent from North China to the Hongkong University.

We observe that the following information supplied to Reuters' Telegram Co., Ltd., is being circulated in North China.

The Hongkong University is an institution that arose from the joint enterprise of British and Chinese subscribers. It was founded with funds representing about equal proportions of Chinese and British money.

The idea of the University is to provide, close to China, education for Chinese similar to that given in the British Universities, but at a much cheaper cost; for if a Chinese goes abroad to be educated he has to pay, besides travelling expenses, some \$2,000 per annum; whereas at Hongkong the expenses of the University are \$540 per annum for board and tuition, or, including extras, from \$600 to \$850.

The founders of the University took into consideration the fact that Chinese students being educated abroad have usually to make their own arrangements for board and lodging. Consequently sometimes they contract irregular habits. All students educated at the Hongkong University are required to become boarders, and thus their whole lives are under supervision whilst they are there. Ample provision is made for indoor and outdoor recreation, and in this connection it is interesting to note that the Chinese tenants of Hongkong recently subscribed a large sum for leveling a new playing field and that the work has just been completed.

The University is composed of three Faculties: 1.—Medical, which offers unexampled facilities for the practice of medicine. The anatomical laboratories were the gift of a Cantonese gentleman (Mr. Ng Li-hing). There is a large staff of instructors in medicine; all the principal doctors of Hongkong give lectures at the University. 2.—Arts. The establishment of this Faculty was largely due to the munificence of a Straits Chinese gentleman (Mr. Cheung Pat-see). Its special objects are to provide training suitable to those who desire to enter the public service or the higher branches of mercantile life. Instruction comprises English and Chinese literature, political economy, jurisprudence and international and commercial law.

The largest of the Faculties is that of Engineering, to which nearly two-thirds of the students belong. It is divided into three branches: Civil, Electrical and Mechanical. The University has an exceptionally large equipment of machinery and apparatus, and at the end of this year it will probably have fourteen laboratories and workshops in working order. There is practically no place in China where students have such an opportunity of seeing all kinds of machinery in actual working and of learning their practical management.

The University insists upon all students having a proper knowledge of their own language, although instruction at the University is carried out in English. Students are required to pass an examination in written Chinese before entering, and two Chinese Professors, both Hanlin graduates, give lectures on the classics and history of China.

HONGKONG'S PUZZLE.

THE DOMESTIC STORY OF AN ADVERTISEMENT.

Wanted, by September 1st, 3 or 4 roomed flat or house, Kowloon or Central Victoria. Moderate rental. Apply “A.B.C.” c/o Daily Press Office.

To the ordinary examiner of his Daily Press the above advertisement conveys nothing beyond what it really states. Someone in Hongkong desires a three or four roomed house or flat, with, quite naturally, a moderate rental. Yet to those aware of the housing conditions prevalent in the Colony that advertisement discloses a domestic difficulty, almost a domestic tragedy, in each line. It is the cry of the middleman with a family at home whom he is longing to bring out to Hongkong, but to whom the housing conditions with its rental absurdities and monstrosities is always a problem which baffles and prevents a happy family reunion with the sure and certain hope of no financial burdens to follow.

Realising the story which had been only partly obscured in the dull terms of the above “small want” a representative of the Daily Press, by collaboration with the advertisement department of the paper, discovered the person who inserted the appeal for a roof, etc. He found him to be just what he had surmised; a good hard-working member of the middle-class, earning an average salary so far as those things go in the Colony, thrifty, and temperate; who, within eleven months, had been able—in addition to maintaining a wife and three children at home—to look the passages of his family to whose arrival he is looking forward with mixed feelings. Had he a house worthy the name, to furnish ready for his family, he would be the happiest man in Hongkong. For weeks he has been house-hunting, and some of his experiences in the course of that campaign, and the financial shocks he received, were revealed to the writer. They all led up to that small advertisement which appeared yesterday, and when it is stated that the salary of the person interviewed wavers in the vicinity of \$350, and that he has a family of three, the particulars given below will be more readily appreciated.

No leading was necessary. “This house-hunting business is really knocking me up,” he remarked, “and at the present moment I am as far away from securing a suitable house as when I began. First of all I went to the Humphreys' Estate office—they had nothing. Then to Linstead & Davis—again nothing. This was strange enough, but I transferred my searchings to the advertisement columns of the papers.

“Did you have any results?”
“Oh! yes—(this grimly)—I examined a house at Wan-chai, advertised as a commodious three-roomed house, one room of which I found was the partitioned off corner of a second. Outwardly it was prison-like, the general atmosphere in and outside the house was anything but appetising, and Chinese and their houses and their smells warned on every side. And there were no conveniences of any kind—just the bare two cells. How much? I asked. \$100 a month was the reply. I almost swooned.

“Another advertisement led me to a three-roomed flat near Queen's Road. It was composed of one front-room and two small rooms, but no kitchen. How much?—\$160! Well, after recovering consciousness I returned to my own little domicile and thought hard, and once again hunted the papers.

“A Kowloon advertisement raised my hopes. The wording led one to believe that a family house in the country was being sacrificed to the democracy. It was stated to be a five-roomed house standing in its own beautiful grounds. There were really only two rooms worth mentioning and the own grounds, though perhaps beautiful at one time, were now a wilderness of weeds. This would be better than nothing, I thought. And the price? \$180! I thought of my own delightful eight-roomed house and garden at Home and almost broke down.

Numerous other such instances were related by the advertiser. For one large bare room with a verandah he was coolly asked \$100. The houses with rentals which did come within the sphere of his pocket were mere rat-traps—and he has a wife and three children who have all been used to a large roomy house. The poor fellow is naturally worried. The idea of conveying his family to a hotel upon arrival does not appeal to his ideas of home. He is a homely, family man, who cherishes the thought of a home of his own with his family all around him. Yet, up to the present the charming comfortable home is veiled in a mist of absurdly high rentals and pig-in-the-poke buildings, altogether at variance with all ideas of health.

This is by no means a solitary instance of the unhappy effects of a Chinese influx, and the rushing up of rents with no obvious thought of a corresponding increase in the people's wages. There are many middle-men who would relate the same story of how they are practically compelled, to maintain homes in England themselves out here. But this semi-detached existence goes hard with one who came East happy in the knowledge that within a few months he would re-establish his home in Hongkong. The position of the Hongkong middle-man and a family in regard to adequate house accommodation, and a “possible” rental, is one which has reached an acute stage, and produces domestic worries and difficulties of the nature outlined in the interview above.

The family man with an average wage is looking anxiously forward to the establishment of some housing scheme to relieve the financial strain which the present condition of things has placed upon him. When the writer left the subject of this interview with the hopes of more fortune for him in the near future, he was still wondering—and since then he has no doubt been wandering and searching for the convenient house with an equally convenient rental. It is a real domestic tragedy.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 10th July state:—

Since our last report the local market has again ruled dull, but prices generally have remained steady, and in a few instances advances have taken place. Langkadee have been a dull market, and now close with buyers at Tls. 45. The “Oil” market in London closes quiet after firmness and is somewhat easier, owing doubtless to settlement influences. The “Rubber” market according to our latest Home advices is firmer, but business still remains very dull, and the “Tin” market is advised as being quiet. Fine Hard Para is unchanged with a quotation of 2/9½ per lb., and Plantation sheet is advised as standing at 2/11½ per cwt. The Bank of England rate is unchanged at 3 per cent., and the open market rate of discount is reported as being 2-1-6 per cent. Bar Silver is quoted at 25-15-6 for ready and 25-7-6 for forward. Sterling T.T. at 1/10-7-16. Shanghai T.T. at 74½, and Singapore T.T. at 80½. Consols have improved, and according to our latest advices now stand at 75½.

BANKS.—Hongkong and Shanghai have been booked at \$832½ to \$840 and close with buyers at the latter rate, London being a seller of London register shares at 256. The figures for the past half-year, which have been announced to-day, are, subject to audit, as follows:—To pay an interim dividend of 2½ p. per share, subject to deduction of interest and 25¢ for Silver Reserve fund \$350,000. Write off Bank premises \$400,000, and carry forward, about 20½ lacs.

MARINE INSURANCES.—Unions have improved to 7800 buyers with no shares on offer at the rate, and Cantons remain in demand at \$310 with no business to report. North China now close with buyers at Tls. 150, and Yangtses are unchanged at \$14 and nominal.

FIRE INSURANCES.—China Fires are inquired for at \$155, without leading to business, and Hongkong Fires remain in request at \$300.

SHIPPING.—China and Manilla have been placed at \$9, and at which rate more shares are wanted. Douglases are now inquired for at \$31, and Steamboats have buyers at \$27. Indo-Chinas have buyers at \$35, and Star Ferries close with buyers at \$43.

REFINERIES.—China Sugars have buyers at \$79 with no shares on offer, and Luxons remain neglected with sellers at \$82.

MINING.—Kailans again close with a nominal quotation of 37/6, and at which rate they have a middle quotation in London. Raubs remain on offer at \$3, with no business to report, and Tronohs have sellers at 10/.

CHINA.—Ural Caspians close locally with a nominal quotation of 49½, and Shells of 98½. The following middle quotations were received from our London Agents this forenoon, viz., Ural Caspians 46½; Mexican Eagles 39½, British Barmah 4/3, Maikops 10½, and Shells 97½.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are inquired for at \$62½ with no shares on offer, and Kowloon Wharves close with buyers at \$62½, with no shares obtainable. Shanghai Docks have buyers at Tls. 60 and Hongkong Wharves are wanted at Tls. 60.

LANDS, HOTELS AND BUILDINGS.—Hongkong Hotels remain in request at \$125, with no shares offering, and Hongkong Lands have buyers at \$116 without leading to business. Humphreys Estates are wanted at \$7.60, West Points at \$73, and Kowloon Lands are unchanged with a nominal quotation of \$44. Central Estates have changed hands at \$101.

COTTON MILLS.—Hongkong Cottons have been sold at \$73. Ewos have buyers at Tls. 131, Kung Yiks at Tls. 114, Shanghai Cottons at Tls. 112, and Soy Chees at Tls. 41. Internationals close with a nominal quotation of Tls. 77½, and Laou Kung Mills of Tls. 82.

MISCELLANEOUS.—Hongkong Electric has buyers at \$40, Ties at \$200, Hongkong Ropes at \$25, Peak Trams (old) at \$9.00, Waterboats at \$18, and Watsons at \$7.40. China Borneos are on offer at \$114, China Lights at \$41, Provident at \$34, Cements at \$6, Peak Trams (new) at 90 cents, Steam Laundries at \$5, and Hongkong Trams at 12/6.

LONDON SHARE QUOTATIONS.

Messrs. Vernon & Smyth's wire quotations from London received yesterday are as follows:—

Tronoh Mines 28/9
British Burmah Petroleum 4/3
Ural Caspians Oil 46½
Hongkong and Shanghai

Banks 235 sellers.
United Serdang 7/9
Mexican Eagle 39/6
Rubber Plant. Inv. Trust 8/6
Maikop Premier Oil S/cate 10½
Shell (Beaver) 97/6
Indo-China (Combined) 120½
Chinese Engineering 37/6
Hongkong Electric Trams 12/6
Venture Trust, Ltd. 9½
Fine Hard Para 2/9½
Plantation 2/11½

Tone of the Rubber Share Market Firmer.
Tone of the Tin Share Market Quiet.

FIGHT FOR FAR EASTERN SHIPPING.

STEADY REDUCTION IN RATES.

We take the following from *The Times* of June 16th:—

The rate war in the Far Eastern trade seems to get keener and keener, owing to the tactics of the Rickmers Line, of Hamburg. The policy of the Rickmers management appears to be to quote rates just below those of the Conference Lines, and the latter as soon as they hear of the “cuts,” reduce their rates accordingly.

The position at Liverpool, where the Rickmers vessels mainly load salt, is believed to be well in hand, but the intricate conditions at Antwerp and Hamburg have been causing a good deal of uneasiness. It is difficult to see exactly what results the fight will have, for the Rickmers Line is understood to have declined an offer to join the Conference and at present all the companies, British and foreign, are carrying cargo at a loss.

MR. ROCKHILL ON THE SITUATION IN CHINA.

Reporting the arrival in America of Mr. Rockhill, a San Francisco paper says:—

William Woodville Rockhill, formerly American Minister to China and more recently Ambassador to Russia and to Turkey, has completed a tour of East Asia which included Manchuria, Mongolia, Tibet and China. Upon his arrival at Peking he was appointed by President Yuan Shih-kai of the Chinese Republic as Adviser upon Civil Affairs.

Mr. Rockhill is also a representative of the Asiatic Institute in its undertaking to collect and disseminate knowledge that may bring about a closer understanding between the Orient and the Occident. In a letter to a friend here, telling of his first report to the institute, he gives important facts concerning the events leading up to and the formation of the new Constitution promulgated by President Yuan on May 1st, which gives such wide and autocratic power to the President as to leave China a republic only in name.

In his opinion, Mr. Rockhill says, Yuan Shih-kai, in dissolving the Parliament and the Young Republic Party involved in the late revolt, has been misjudged.

He says the President's object was to put an end to the type of Parliament mistakenly imposed upon the country by the revolutionists which placed the fate of the country in the hands of wire-pullers. In his opinion, Yuan Shih-kai has sought to maintain the republic and enhance the respect of the nation for it. The same reason led him to dissolve the provincial Assemblies.

He speaks of President Yuan's persistent determination to build up “a workable, popular, and representative form of government,” and says that “Yuan bore with extraordinary patience the constant remonstrances of the self-elected, hopelessly inefficient members of Parliament.” In dissolving the Kuo-Mintang, revolutionist party, he says, the President acted in “urgency to perform his supreme duty to the people for the purpose of restoring law and order.”

To the foreign Powers Mr. Rockhill attributes largely the economic crisis underlying the present political upheaval. He says the present plight of China is being looked upon as the opportunity of the outside world which seeks solely for immediate substantial benefit.

“If persisted in,” he says, “it can but so lessen the prestige and authority of any Government China may have, that all real progress will become utterly impossible. The policies of some of the Powers, from a business point of view, are very shortsighted and from a political point of view are very hazardous and are tending to defeat the object that is really the desire of all—internal and international peace.”

Notwithstanding China's financial weakness, Mr. Rockhill says, “it seems incredible that this rich and industrious country should be more than momentarily embarrassed by the present difficulties, which are purely the result of well-known and corrigible causes. China has contracted with foreign firms in the last year for the construction of about 6,000 miles of railway. Her maritime customs are the largest in her history, being \$3,000,000 in excess of those of 1912.”

With respect to Yuan Shih-kai, he says further, “Believing in the honesty of his intentions, and seeing in him the only man in China who can possibly save the country, we can but hope that the end in all he is doing may justify the means.”

INTERNATIONAL HOSPITAL FOR TOKYO.

Count Okuma, who in private life consistently advocated the establishment of a big international modern hospital in Tokyo by the development of the present St. Luke's Hospital, believing that it would tend to promote international medical education and scientific research, in his capacity of Premier on the 1st inst. entertained to luncheon the most prominent Japanese, and after a full discussion of the question it was decided to nationally support the undertaking. Count Okuma accepted the Presidency of the Council, while Baron Goto, Baron Sakatani and Baron Shibusawa have been appointed Vice-Presidents.

A “GENTLEMAN” DEFINED.

An inquiry is being conducted at Liverpool to determine the definition of a gentleman as contemplated by the working men's insurance act.

According to the reading of the Act, anyone who earns more than \$100 yearly and does no manual labour is a gentleman. This definition, simple enough on its face, has caused indefinite dispute in shipping circles, and the Liverpool Steamship Owners Association are trying to solve the question by the present inquiry, but it is likely that whatever the decision, an appeal will be carried to the Chancellor of the Exchequer.

A prominent labour union official declares that the definition creates undesirable class distinctions in the mercantile marine. Under the existing ruling on big ships the Captain, mate, second officer and everyone in the engineering room down to the sixth assistant are gentlemen under the act, but the line must be drawn at the seventh engineer. The steamship owners are claiming that the amount of food and lodging allotted to their officers must count in determining their status under the act. On smaller ships the question is more acute, for only manual workers are receiving benefits, so no matter how low their stipend the officers, who do not work with their hands, do not profit by the act. Therefore the Gilbertian situation is created that if a man, though a manual worker, should by promotion get another man to do his manual labour he at once becomes a gentleman. The quartermaster by steering the ship always qualifies under the act, but misses being a gentleman, although he may mess with the rest of the officers.

The question is of such supreme importance, affecting as it does every British ship sailing from a home port, that some of the most eminent lawyers in the kingdom have been retained to conduct the inquiry.

THE FLOOD RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following further donations to the Flood Relief Fund:—

Already acknowledged \$81,807.07

Wing Fa Lau 500
Mr. Leung Chak Chun 100
Messrs. Tai Woo Cheong 100
Mr. Li Chuk Hin 100
Mr. Lam Ting Man 100
Tai Shing Company 100
Messrs. Wing Wa Kee 100
Messrs. Tung Hing Lung 100
Messrs. Kwong Hip Lung 100
Messrs. Kwong Tai Yuen 100
The Staff and Students of Sai Ying College 63.40
The Staff and Students of Queen's College 55.60
Comptroller, Pacific Mail S.S. Co. 50
Messrs. Yu Ying Cheong 50
Messrs. Po Yuen Kung Chan 50
China Merchants' Steam Navigation Company 50
Messrs. Yu Shing Yuen 50
Messrs. Man Shun Wing 50
Messrs. Kwong Ki Heung 50
Messrs. Sun Tung Chong 50
Messrs. Tung Hip Lung 50
Messrs. Kwong Yick Cheong 50
Messrs. Sun Choy Lung 50
Hang Tai Company 50
Lin Ho Ku 30
Messrs. Yu Tai 30
Messrs. Sam Yick 30
Mr. Chiu Chung Tak 30
Tai Shun Company 30
Messrs. Shiu Fong Tai 30
Messrs. Sun Yu Kee 25
Cheong Kam Ku 20
Messrs. Tung Yuen 20
Messrs. Tung Shing Wing 20
Messrs. Kwong Lung 20
Messrs. Kwong Ching Tsung 20
Messrs. Fuk Hing Cheong 20
Messrs. Siu Chi Tsung 20
Messrs. Yu Fong Tai 20
Messrs. Wing Tsung Kat 20
Messrs. Sam Yick Chan 20
Messrs. Kwong Woo On 20
Messrs. Chung Fuk Kee 20
Messrs. Tai Lee Chan 15
Mr. Ma Wai Nam 15
Mr. Yung Pak Yu 15
Messrs. Wing Shing 15
Messrs. Wing Fong 15
Messrs. Tai Tak 15
Tao Ku 10
Sam Mui Ku 10
Mr. Liu Chi Shan 10
Messrs. Kung Woo Lung 10
Messrs. Hop Cheong Lung 10
Messrs. Tsung Yuen 10
Messrs. Kwong Tai Lung 10
Mo Ming Shi 10
Mr. Chan Wing Chung 10
Mr. Chan Wing Pun 10
Mr. Chan Wing Cheuk 10
Mr. On Siu Fan 10
Mr. Yung Yiu Nam 10
Wai Shi 10
Kan Chan Shi 10
Kan Pun Shi 10
Mr. Kan Po Chi 10
Lan Cheong Tong 10
Leung Fuk Wo Tong 10
Mr. Fok Wing 10
Fung Ho Shi 10
Mr. Choy Shi Lok 10
Messrs. Tsung Tai 10
Mr. Kwok Tak Shing 10
Yan Ming Shi 10
Mr. Yeung Chik Tung 10
Mr. Li Kwong Tong 10
Messrs. Kwong Yuen 10
Messrs. Tak Cheong 10
The Students of Wai Yik Night School 10
Messrs. Hoi Lee 10
Messrs. Tsung Yee 10
Messrs. Shun Tai 10
Messrs. Tung Yu Lung 10
Messrs. Wa Hing Lung 10
Messrs. Yee Shing Lee 10
Messrs. Hang Cheong Tai 10
Mr. Li Sing Hoi 10
Messrs. Shu Lung 10
Messrs. Kwong On 10
Messrs. So Woo Lung 10
Messrs. Yuet Hing Lung 10
Messrs. King Hoi Tung 10
Li Leung Shi 10
Messrs. Woo Shing 10
Ching Ching Shi 10
Messrs. Yu Woo 10
Wan Yau Ming Shi 10
Messrs. Fong Chan 10
Messrs. Tung Lee 10
Messrs. Wing Yiu Lung 10
Messrs. Sun Kwong Lung 10
Messrs. Tung Shing Lung 10
Messrs. King Nam Hing 10
Mr. Wong Shu Sum 10
Messrs. Man Cheong 10
Mr. Fung Yan Fa 10
Messrs. Tai Shing 10
Messrs. Kwong Yick Wing 10
Messrs. Chi Tsung 40
Messrs. Hang Chua Yuen 10
Messrs. Tung Yuen 10
Messrs. Fuk Woo Tai 10
Messrs. Moe Cheung Lung 10
Messrs. Lo Shun Lung 10
Tong Yung Shi 10
Messrs. Tai Fong Lung 10
Messrs. Po On Cheong 10
Messrs. King Hoi Kok 10
Messrs. Kwam Chan 10
Mr. Ng Yick Chi 10
Choy Po Shi 10
Messrs. Ka Lun 10
Messrs. Sui Tak 10
Mr. Lam Ip Shang 10
Messrs. Kwong Hang Fong 10
Messrs. Kwan Tung Yick 10
Messrs. Hop Yick Woo 10

\$85,541.07

INSUBORDINATE CHINESE CREWS.

In the House of Commons on the 9th ult. Mr. Barlow asked the President of the Board of Trade whether any official record is kept as regards the serious cases of insubordination among Chinese crews on British ships; and, if so, whether he can supply any information on the matter, or publish the details of such cases arising within the last 12 months. Mr. Burns: There is no official record, other than that contained in official log-books and in reports received from consular or other officers, of the cases to which the hon. member refers, and I do not think any useful purpose would be served by collecting and publishing the details of the cases which have been so recorded.

INTIMATIONS

BEAUTY OF Skin and Hair



Enhanced by CUTICURA Soap and Ointment

No other emollients do so much for the complexion, hair and hands, nor do it so quickly and economically. Their use tends to prevent pore-clogging, pimples, blackheads, redness, roughness and other unwholesome conditions of the skin.

Cuticura Soap and Ointment sold everywhere. Sample of each with 22-p. Book free from nearest depot. Newbury, 27, Charterhouse St., London; H. Towns & Co., Sydney; N. S. W.; London, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Post-Office Drug & Chem. Corp., Sole Prop., Boston, U.S.A. Cuticura-treated men shave in comfort with Cuticura Soap shaving stick. Liberal sample free.

[98-L

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD..

LONDON.

ALEXANDRA BUILDINGS,

CHATEAU ROAD.

[34

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

BROOKE'S



THE FINEST LEMON SQUASH IN THE WORLD

Over 1000 Tons of Lemons have been used in its manufacture to date. With plain or aerated water, whisky, gin or rum hot, it makes a MOST DELICIOUS, SATISFYING and WHOLESOME DRINK.

\$1.00 Per Bottle.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 22. Telephone No. 12.
Telegraphic Address: "Press."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE GYMKHANA is POSTPONED till SATURDAY, 18th inst.
Hongkong, 11th July, 1914. [929]

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.
Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press,
Hongkong, 11th July, 1914. [930]

ORIENTAL AFRICAN LINE.

FOR SINGAPORE, MAURITIUS AND SOUTH AFRICAN PORTS.

THE Steamship

"SALAMIS,"
4,500 tons, Captain D. A. Gardiner, will be despatched as above on FRIDAY, 24th July, at Noon.
For Freight and Passage apply to—
THE BANK LINE, LTD.,
Managing Agents,
Hongkong, 11th July, 1914. [931]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. the 11th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 10th July, 1914. [11]

WANTED.

WANTED, by September 1st, 3 or 4 ROOMED FLAT or HOUSE.
Kowloon or Central or Victoria. Moderate Rental.
Reply—
A. B. C.,
Care of "Daily Press" Office,
Hongkong, 10th July, 1914. [928]

CANTON AND HONGKONG ICE AND COLD STORAGE CO., LTD.

(IN LIQUIDATION).

NOTICE.

SHAREHOLDERS of the above Company are hereby informed that copies of the Report and Accounts of the Liquidator dated 8th June, 1914, can be had on application at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, New Government Building, Hongkong.
A. R. LOWE,
Liquidator,
Hongkong, 19th June, 1914. [852]

S.S. "TINGSANG" (Wrecked).

SHIPPERS and UNDERWRITERS interested in the Cargo of this Steamer are requested to communicate with the Underwriter within three months from date.
GILMAN & Co.,
Lloyd's Agents,
Hongkong, 23rd June, 1914. [830]

WEI HAI WEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.
For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
[1348]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.
We guarantee our Qualifications, but ask our Price, which is standard and reasonable.
Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central (First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. [710]

FOR SALE.

TWIN-SCREW KEROSENE MOTOR HOUSE-BOAT, 60' by 14'. Strongly built, Teakwood throughout. Splendid accommodation. Suitable for bathing, picnic, and excursion parties.
Apply—
ULDERUP & SCHLUTER,
31, Connaught Road Central,
Hongkong, 9th July, 1914. [922]

INTIMATIONS

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS of this Company will be held at the Office of the General Managers at Noon on MONDAY, 27th inst., instead of as previously notified.
By Order,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
General Managers,
Hongkong, 7th July, 1914. [913]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

8% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July, 1914, will be made on presentation of Coupon No. 4 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION, At Tientsin, Shanghai or Hongkong.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, At Tientsin and Shanghai only.
RUSSO-ASIATIC BANK, At Tientsin and Shanghai only.
DEUTSCH-ASIATISCHE BANK, At Tientsin and Shanghai only.
YOKOHAMA SPECIE BANK, Limited.
BANQUE BELON FOUR ETETRANGER.

The Interest, less Income Tax at 1/3d in the £ will be—

ON £20 BONDS. £ s. d.
Per Coupon (Gross) 0. 12. 0.
Less Tax at 1/3d in the £ 0. 0. 9.
Net amount payable 0. 11. 3.

ON £100 BONDS. £ s. d.
Per Coupon (Gross) 3. 0. 0.
Less Tax at 1/3d in the £ 0. 8. 8.
Net amount payable 2. 16. 3.

ON £200 BONDS. £ s. d.
Per Coupon (Gross) 15. 0. 0.
Less Tax at 1/3d in the £ 0. 18. 9.
Net amount payable 14. 1. 3.

Payment will be made in Tels at the Demand Buying rate of Exchange of the day the Coupon is presented.
By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
[896]

THE REPUBLIC MOTOR BOAT CO., LTD.

WANCHAI, PRAYA EAST. TELEPHONE No. 307.

THE above Company has for hire FAST and COMFORTABLE MOTOR BOATS, fitted with British Engines, for Pleasure Parties and for carrying passengers to and from Vessels in the Harbour. Our representative will meet passengers at BLAKE PIER, where our boats will be stationed.
Terms \$2 per hour or part thereof, or \$1 per trip not exceeding 15 minutes.
Special arrangements for long runs, and hiring by the day.
For further particulars, apply to—
AH KING'S Slipway,
WANCHAI.
Hongkong, 27th June, 1914. [874]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL
POST CARDS, SEEDS, BOOKS,
TOYS, &c.
Just Received:
POSTAGE STAMP CATALOGUES
FOR 1914.
Hongkong, 1st July, 1914. [888]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to .38 S&W. at \$5. \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 16th April, 1914. [559]

SINGON & CO.

ESTABLISHED A.D. 1880.

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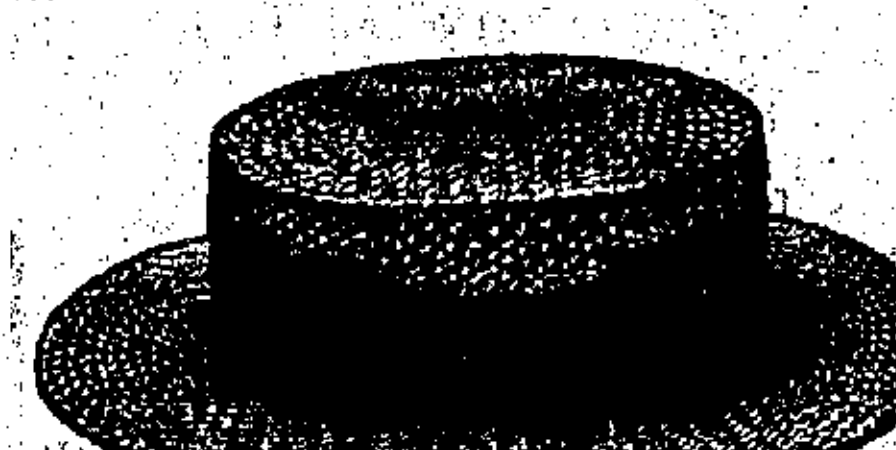
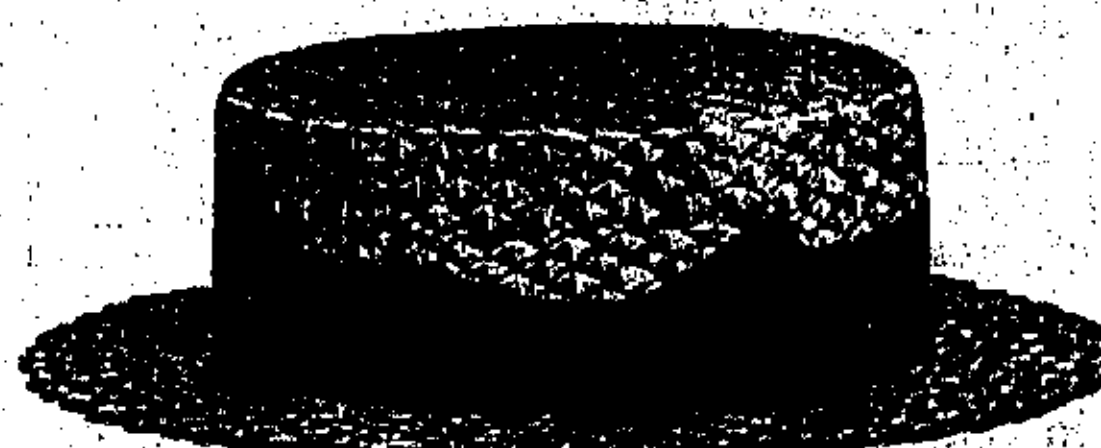
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PRICE ... 80 Cents a bottle, nett.

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Sole Proprietors:—

KAMINIA PERFUMERY COMPANY,
Bombay, India. [667]

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Apply to—
SANG KEE,
Care of COMPADORE DEPARTMENT,
HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 9th July, 1914. [924]

TO LET.

IN ALEXANDRA BUILDINGS,
VERY CONVENIENT OFFICES
AND ROOMS.
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S. S. WATSON & Co., Ltd.
Hongkong, 9th July, 1914. [923]

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BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION ON WEDNESDAY, the 15th day of July, 1914, at 3 o'clock in the afternoon, at their Auction Rooms, THE VERY VALUABLE LEASEHOLD PROPERTY known as

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Hongkong, 6th July, 1914. [917]

TO LET.

TO LET.

From 1st May, 1914.

No. 104A, THE PRANK, FURNISHED.

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Hongkong, 7th February, 1914. [834]

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FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 49, with Wharf.

FLAT in Nathan Road, Kowloon.

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HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 19th May, 1914. [695]

TO LET.

OFFICES in Hotel Mansions. From 1st September next.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 8th July, 1914. [915]

TO LET.

No. 7, STEWART TERRACE, PEAK, thoroughly renovated and in good order. No. 9, BEACONSFIELD AVENUE, Shop. ROOMS in Queen's Road Central. No. 55, ELGIN TERRACE, newly painted and colourwashed. No. 19, SHELLEY STREET.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 25th June, 1914. [65]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

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Hongkong, 17th June, 1914. [838]

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES on 1st Floor of 12 and 14, Queen's Road Central.
Apply to—
CHRISTOPHER WILLSON,
19, Bank Buildings,
Hongkong, 17th June, 1914. [57]

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Sterling ... \$15,000,000
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For 12 months, 3 per cent. per Annum.
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A. G. STEPHEN,
Acting Chief Manager,
Hongkong, 14th May, 1914. [16]

BANKS

NEDERLANDSCH-INDISCH
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(NEDERLANDSE INDIA COMMERCIAL BANK.)

ESTABLISHED 1866.

Authorized Capital Fl. 80,000,000 (28,500,000)
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HEAD OFFICE: AMSTERDAM.
HEAD AGENTS: BATAVIA

LONDON BANKERS:
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SWISS BANKERS.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central,
Hongkong, 3rd October, 1913. [21]

THE MERCHANT BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... £1,125,000
Paid-up ... £562,500
Reserve Fund ... £485,000

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LONDON JOINT STOCK BANK, LIMITED.

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INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager,
Hongkong, 10th July, 1914. [788]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

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8, Des Vaux Road.

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K. TSUDZURABARA, Manager,
Hongkong, 19th February, 1914. [648]

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THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager,
Hongkong, 14th May, 1914. [16]

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CAPITAL AND SURPLUS Gold \$7,300,000

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NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

PARIS, June 12th.

THE POLITICAL CRISIS.

France, it is generally admitted, is passing through one of the most serious political crises she has experienced. M. Viviani, the noted Socialist, was the first person to be requested by President Poincaré to form a Ministry on the resignation of M. Doumergue. Though he accepted the task, it was quite clear from the first that he was not sufficiently competent; beyond getting the members of his proposed Cabinet together to discuss the Ministerial programme, his plans were wrecked by the word "if." The formula proposed was:—"We will agree to take steps to diminish the term of service from three to two years—as insisted upon by the Radical Socialists—but the existing three years' Bill shall be repealed only if the foreign situation allows it." That little word in that conditional clause shattered the Cabinet; no Ministry—at least in this country—has ever been wrecked by a conjunction before. Half a dozen other statesmen were asked to form a Cabinet, but each one in turn declined with thanks. The responsibility was too great. Indeed, there was even greater reluctance on the part of statesmen on this occasion to assume office than when M. Doumergue succeeded M. Barthou. Just as things were getting terribly ugly or menacing for the Third Republic, M. Ribot—a well-known and capable French statesman with years of political experience—undertook to restore order out of chaos. He had no difficulty in saving the situation—temporarily, at least; the Cabinet which he formed is a wonderful piece of "mechanism." He went most boldly to work, he knew exactly what France needed, and he supplied his country with the necessary sinews of war. Ignoring Germany, he appointed M. Delcassé, Minister of War—which act is tantamount to challenging Germany to do her best or her worst. There was a time when France would have been afraid to suggest such an appointment, lest she offended her Eastern neighbour. But things have greatly changed since 1905—when at the bidding of Germany M. Delcassé, then Minister of Foreign Affairs, was driven from office. To-day, neither France nor Russia entertain the slightest fear of Germany; on the contrary, Germany is becoming more and more alarmed at the defiant attitude of these two nations. The Ribot Ministry is an excellent combination, and if it only lasts, which is doubtful, France will reap great benefits from it. On no account is there to be any surrender on the Army Bill; the more the Socialists and Radicals of the Left insist on a return to the two years' service, the firmer will M. Ribot and his supporters hold to the three years—which is now recognised as France's salvation. President Poincaré is equally convinced that to yield to the desire of the Socialists and go back to the two years' service would be to imperil the safety of the country, besides proving detrimental to the Franco-Russian Alliance and Triple Entente. In a few hours' time, the Ribot Cabinet will know its fate; rather than agree to the two years' service, he will resign; and such a step, it is understood, will be followed by the resignation of that other eminent patriot—President Poincaré. What then?

M. Ribot is not a man to run away in the presence of danger; he is too old a political soldier for that. It takes a lot to frighten him, too. If defeated in the Chamber to-day—not an unlikely thing—owing to the hundred odd deputies who are known as "chameleons," or "wobblers" of politics, then France will once more find herself in very grave difficulties. To-day's debate in the Chamber is a memorable one, representing as it does the last act in the fight against the President of the Republic. If, on the other hand, M. Ribot and his colleagues come victorious out of the ordeal, it will mean the triumph of the New Spirit and the vindication of its great advocate, M. Poincaré. The Radical-Socialists and Socialists have pledged themselves to smash the Ribot combination; consequently to-day is to witness a battle of the fittest. Without the shadow of a doubt, the Presidential crisis over-shadows the Ministerial crisis. Defeat would spell international misfortune. M. Delcassé is not the man to allow the grass to grow under his feet. Let him alone, and let well alone for France's sake and prestige.

THE TOBACCO "REGIE."

Habit is second nature, so that criticism comes quite natural to the French Government. Smokers in this country still continue to grumble not without a cause about the quantity, quality and price of tobacco offered to them. The products of the Regie are not appreciated as they

used to be. During the last few days numerous buyers have been disgusted to find that the boxes which ought to contain 25 cigarettes, only hold 18, or 20 at the most. The Director of the "manufactures nationales" has, so far, confessed his inability to explain, although he has promised an inquiry. The matter is inexplicable, says the director, who has known of instances in which buyers had received nothing but empty boxes, although, he adds, that was a rare occurrence. The public demand for "Levant" cigarettes is very great, declares a furious smoker, and eleven millions are required a month. But the State factories can only turn out eight or nine millions—hence the giving, he adds, of short measure deliberately. Another indignant smoker suggests that the next time a purchaser receives less than the proper number of cigarettes he shall immediately get a qualified official to verify the fact, and then bring an action against the director of the State factories. The Law Courts would not object.

THE CINEMA.

There is less objection in France to-day to picture theatres. When the latter first started in Paris they were condemned by many people on the plea that they would soon become an encouragement to immorality. Experience has demonstrated that the cinema has, on the contrary, come as a distinct blessing to Parisians. Actually, there is not a single picture theatre in the French capital—with the exception of the "East End" of Paris—that may not be safely visited by respectable women and girls. Instead of being harmful, these picture theatres have been the means of enabling scores of thousands of poor people to pass an interesting and exciting evening at very little expense. Rough men and women who formerly spent their time in wine shops now go and see the pictures. The "civilising" influence of the cinema has become a reality.

SENSE OF FLOWERS.

Is it possible that flowers can both see and hear? "Yes," replies M. Viaud-Brunat, who has convinced himself of the fact. There are some that are sensitive to anesthetic substances, ether in particular, which suggests the existence of a nervous system "like that of a nervous woman." And he would even credit them with something analogous to the power of speech! "One knows," he writes, "that the perfume of flowers is a manifestation of vegetable life, a living radiation. Perfume is as much a vibration as an olfactory sensation. The perfume is the voice of the flowers; a bouquet is a wordless romance. Each perfume, or, rather, each odorous sensation, corresponds with a certain rate of vibration; there is an analogy between the perceptions of sound, light, and scent. The strong scents correspond with the deep notes, while the delicate odours correspond with the shrill notes." M. Jean Viaud-Brunat, who is one of the most famous French horticulturists, strongly believes that flowers both see and hear. As a young man he began to study flowers, for which he has always had a passion, and he sought to understand the *vie intime* or private life of the blooms which he cultivated with much care. When he saw the growing plant reach out towards the necessary support, he asked himself whether the action was the result of volition, and whether the plant had eyes.

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[51-2]

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BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

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Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.
Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.
The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

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9 July	10 July	12 July	17 July	PERISHA MARU	11 July	17 July	21 July
15 "	16 "	18 "	23 "	SEIKYU MARU	17 "	23 "	27 "
21 "	22 "	24 "	29 "	KOREA	23 "	29 "	31 "
27 "	28 "	30 "	3 "	SIBERIA	29 "	3 "	7 Aug.
3 "	4 "	6 "	9 "	CHUO MARU	5 Aug.	11 "	15 "
9 "	10 "	12 "	15 "	E. OF ASIA	11 "	17 "	21 "
15 "	16 "	18 "	21 "	CHINA	17 "	23 "	27 "
21 "	22 "	24 "	27 "	YAMATO MARU	23 "	29 "	31 "
27 "	28 "	30 "	3 "	E. OF JAPAN	29 "	3 "	7 Aug.
3 "	4 "	6 "	9 "	YAMATO MARU	5 Aug.	11 "	15 "
9 "	10 "	12 "	15 "	E. OF RUSSIA	11 "	17 "	21 "
15 "	16 "	18 "	21 "	KIPPON MARU	17 "	23 "	27 "
21 "	22 "	24 "	27 "	MONTEAGLE	23 "	29 "	31 "
27 "	28 "	30 "	3 "	CHONGKING	29 "	3 "	7 Aug.
3 "	4 "	6 "	9 "	E. OF INDIA	5 Aug.	11 "	15 "
9 "	10 "	12 "	15 "	SHIMO MARU	11 "	17 "	21 "
15 "	16 "	18 "	21 "	PERISHA	17 "	23 "	27 "
21 "	22 "	24 "	27 "	E. OF ASIA	23 "	29 "	31 "
27 "	28 "	30 "	3 "	KOREA	29 "	3 "	7 Aug.
3 "	4 "	6 "	9 "	E. OF JAPAN	5 Aug.	11 "	15 "

† Returning via Manila.

Steamers proceeding via Manila do not call at Shanghai.

[630]

SHAMING DRUNKARDS.

Caen, in Normandy, so famous throughout the world for its *tripe*, heralds a new cure for drunkards. The municipality publishes each week a list of the names and addresses of all citizens found the worse for liquor at cafes, restaurants, and other public places. The Council thus hopes by shaming such people to bring about a better state of affairs. So far it has not succeeded, as the weekly roll is reported to be growing more and more.

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An ingenious system of international correspondence in which every word in the French language is denoted by a number, a corresponding number being given to the same word in all languages, has been invented by M. Jacques Orsat, a Paris teacher.

CLARKE'S
B. 41.
PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

KEATING'S
WORM TABLETS

A purely Vegetable Sweetened
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children.
It is obtained of all Druggists.
Prepared by THOMAS KEATINGE
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RIGAUD & C^o PARFUMERS 8, rue Vivienne, S. Paris-France.

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HOW I MADE MY WINDOWS PRETTY.

"Peach's Beautiful Book told me all about it."

FREE to all. Tells about

the greatest problem which confronted me when

I was most depressed by the charming idea for

casement window decoration. These

suggestions not only embodied the actual size

and number of curtains required but it was

a most interesting and useful volume of

description.

I was most impressed by the charming idea for

casement window decoration. These

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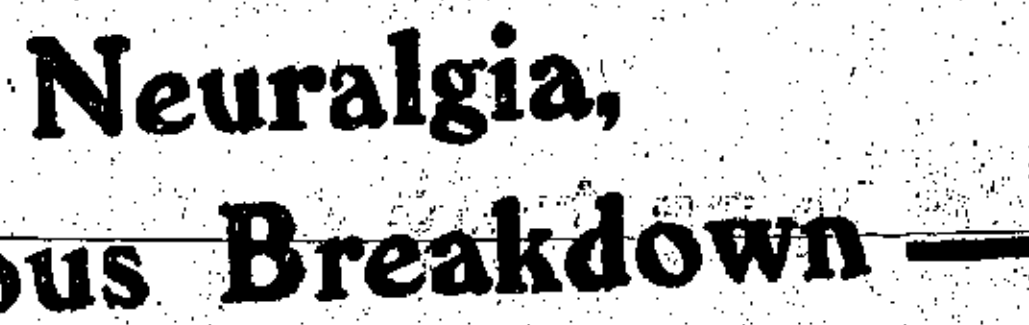
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suggestions not only embodied the actual size

and number of curtains required but it was

a most interesting and useful volume of



description.



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There is only one Phosferine—beware of illegal imitations—
do not be misled by **Phosph This** or **Phosph That**,
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Hongkong, 13th June, 1914

[illegible][illegible]

THE POLITICAL ASPECT.

remind you that we and our predecessors, Mr. D'Arçhy and the concessions syndicate, have now been operating in Persia for more than twelve years without experiencing any serious trouble, notwithstanding the alarming reports as to the disturbed state of the country which have from time to time appeared in the Press telegrams during this period. Our relations with the chiefs and the tribes in the districts in which our work is being carried on have always been of the most friendly nature and in our opinion there is little if any reason for uneasiness on this score, although there is good reason for continued careful handling of the matter. Friendly relations are, no doubt, in a large measure due to the recognition by the inhabitants of the great material benefits still to be gained by them from the introduction into their country of British capital and energy, and in this respect our operations, which in addition to a large European staff, are now giving employment to about 3,000 persons daily, have probably done more in the way of tranquillising the part of the country in which we are working than has so far been accomplished by the gendarmerie forces in the whole of the rest of Persia. It is also to be recollected that the Persian Government and the chiefs of local tribes are interested pecuniarily in the success of the company by means of shareholding. I may add also that it may be confidently anticipated that the railway and industrial developments which are now taking place in this part of the country will more and more tend to promote the prosperity and tranquillity of the country. As regards the second possibility there is to say, the possibility of the Indian Army being called in to protect us, this can only arise in the event of serious menace to our properties. All I need say in that connection is that we should have every right to expect protection from the British Government for so large a British enterprise, whether they are or are not financially interested in our undertaking.

MAD CHINESE RITES.

AMMUNITION FROM SACRED MOUNTAIN.

Mr. Leslie H. Gabb is at present staying at the Astor House (says a recent issue of the *China Press*) and would like nothing so much as that some steady, reliable person who would take no unnecessary risks would give him a ride in a real automobile over real roads. He is Western by birth and so much up-bringing as can be crowded into thirteen years, but for the rest is about as good a Szechuenese as could be imagined.

He keeps hitching up his pants, and buttons and unbuttons his jacket; for he feels much more at home in Chinese clothes; admits that he understands the subtle delicacies of Chinese dishes far better than the juicy satisfaction of a beefsteak; gets on better talking with the Szeehuen boys he has brought with him in their own linga than with a *China Press* man in good English and finally feels quite nervous in the Astor House, for it is not at all like a Chinese inn!

Mr. Gabb, when thirteen years old and after a five months' voyage out from England in a tea clipper, hit Amoy. The place appealed to him, so he went ashore and, nothing else in the money-earning line being available, he entered a school and started giving instruction to venerable Chinese gentlemen who would have made his grandfather look young.

38 YEARS IN THE INTERIOR.

That was twenty-eight years ago and he has not seen much of the outside world since. Nor does he particularly want to. For a long time he has been manager for a local life insurance company at Chungking, but that place is getting too civilised and the work too easy and he wants headquarters to find him some place off the beaten track where an insurance policy has not been seen.

Naturally such a romantic individual has seen things which very few in Shanghai have, but to his own mind nothing can compare with what he saw during a trip up the sacred Omi San mountain, from which he has just returned. Hear Mr. Gabb for half-an-hour on that trip and you will say that "She" and "Ayesha" were just understatements of facts.

The trip up and down took him eight days on another man's back, because that is the only way to do it if you are the sightseeing half of the couple. He left the foothills wearing the thinnest of clothes, and would not have minded leaving them off, and before he had got to the top he was in his very thickest furs and had seen a snow mound which never has melted and never will, because there is nothing up there to melt it.

A BLACK MONGOL TRIBE

It is impossible to tell all the strange sights Mr. Gabb saw. He came across thousands of pilgrims from all parts of the East, including a Mongol tribe blacker than Jack Johnson, who had travelled nine months to do penance, and he saw an elephant four feet high, carved out of ivory, so old that the records cannot disclose where it came from.

discovered arrived at one temple where he found a sort of Trappist order of monks and had scarcely spoken when he was ordered not to speak because "it would upset the monkeys." In explanation, Mr. Gabb said: "These monks have the wild monkeys of the district absolutely under subjection. There are thousands of the animals and on the 1st and 15th of each month they swarm in and fetch their 'stations.' The monks say that if any unusual noise is made the monkeys come in to find out the cause."

Then, at night, he saw the famous ten-thousand lights—a phenomenon which scientific men have not yet solved. Tens of thousands of tiny lights, which he will-of-the-wisps only, they aren't—dart all over the place. There, too, was the Suikyo Cliff, which was really what Gabb went to see.

HUNDRED SUICIDES A YEAR

"It is the most extraordinary thing I have ever seen," said he. "On three sides there is a sheer drop of; it must be, six or seven thousand feet. The monks told me that every year from one to two hundred pilgrims throw themselves over, believing that by terminating their lives in this manner they will gain merit."

Another sight was not altogether pleasing. The tourist dropped along just in time for the mystic ceremonies of initiation to the priesthood. The novices were mere boys. In the order decrees that they must sleep for three weeks, nor take anything but clothes off, wash and scarcely eat anything whilst keeping constantly at prayer.

Naturally, the flesh was not equal, and every now and again one of the children would doze off. Then," said Mr. Gabb, "one of the priests would come along with an enormous whip and lash on like this. Well, he would whip the end of it, was that they were really hypnotised and the ceremony ended with nine lighted candles being burnt down until they scared nine peas on the heads of the children and the latter were in such a state that they could feel nothing."

These are just a few of the mysteries Mr. Gabb had to tell about, and there was much more, he said, which he could not tell in a year.

Many people have no hesitation in taking a dozen bottles of medicine in liquid form prescribed by a doctor, but view with alarm the suggestion to take a course of pills. This misapprehension is no doubt due to the impression that pills are merely purgative, which they may be in some instances. **Dr. Morse's Indian Root Pills**, however, are not merely purgatives, acting upon the bowels only, but contain more important properties, which correct all disorders of the Blood, Liver and Kidneys, and the stomach, evidence of which is not wanting. Thousands of testimonials sent us voluntarily and gratuitously verify our statements of what Dr. Morse's Indian Root Pills will do and are doing every day. You will find neighbours, friends and relatives everywhere who have been restored to health and who testify to the marvellous blood-purifying and healing properties of these Pills. Dr. Morse's Indian Root Pills have come to the market at a price within the reach of all. They are sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles, and are enclosed in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climate, and not deteriorate by keeping as all liquid medicines do.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blisters, and for Female Ailments.

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The Original and Genuine
WORCESTERSHIRE

When brain or body is weary the digestive powers are weakened and distaste for ordinary food is often experienced. Under such circumstances the "Allenburys" Diet is especially valuable. It is pleasant to take, easily digested and assimilated and speedily restorative. Thus it helps the system to recover tone and vigour. The "Allenbury" DIET is prepared from pure rich milk and whole wheat—the two vital food elements—combined in partially pre-digested form.

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THE SWAN FOUNTAIN PEN,
DEFIES HEAT
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FREE.
Its perfect fit and scientific construction preventing that annoying clogging and evaporation of the ink which attend the use of the old-fashioned dip pen or the cheap and nasty type of fountain pen. The "Swan" has a perfect ink-feed, is fitted with a gold nib iridium tipped, does not leak, and is easily filled and cleaned.



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SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children, and the aged. Invaluable in hot climates.
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Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:
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It is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
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It's Good!"
Cooling, refreshing and 'snappy'
"Montserrat"
LIME JUICE
is the ideal Summer beverage.

Large supplies have lately
been shipped from London.

MARTIN'S
APIOL-STEEL
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A French Remedy for all ailments of the blood. It is a powerful purifier and tonic. It is sold by all leading chemists.
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THE DISTRIBUTION OF SILVER.

DEMAND FOR COINAGE.

The greater part of the silver mining output has been transhipped across the world for centuries. When the imagination is held by this enormous never-ceasing stream of white metal flowing from West to East, a natural desire arises to trace the various stages of its journey from America via London to the Far East. As the cost of transmitting metals increases in proportion to bulk and weight, the purer the form in which silver travels the cheaper is the expense of carriage. For this reason, silver is always smelted at the mine itself provided sufficient labour and fuel be available. Refining also—that final process which turns out practically fine metal—is performed locally whenever possible. Some of the largest smelting plants have been set up in the United States, where in 1912 the production of silver amounted to 62,900,000 ozs., about one quarter of the world's production of 229,000,000 ozs. The larger and better equipped the plant the cheaper is the cost of this operation. Some mines, therefore, of Canada, and also of Mexico, find it more advantageous to send ore, smelted or otherwise, for treatment at the huge refineries of the United States rather than to erect local plant.

Electricity has been brought into use for refining during recent years, and by its means the quality of the silver refined has been raised to a remarkable degree. It is not uncommon for electrolytically refined bars to run 9,997 or more parts fine in the 10,000. Silver after refining is melted, as a rule, into the form of what are called bars, about 1,100 troy ounces in weight, massive bricks measuring 12 ins. long by 5 wide by 4 deep. After their birth they do not grow bigger, but they do grow dirtier, and when they end their career as bars are disguised practically from all but experts. Some years ago a bar was sent from London to Birmingham, packed in a stout box. It disappeared in transit, and the value was duly paid to the insured owner by the underwriters. A few months afterwards some boys amused themselves in an alley in a poor part of Birmingham by turning over and attempting to throw about a dull, dirty mass of metal, which they took to be lead. A passer-by asked them what they were playing with and the boys ultimately sold the so-called lead to the man for 1s. It proved, after examination, to be the greater half of the silver bar, worth £140, which had been stolen—too awkward a morsel, apparently, for the thief to swallow.

London is the world's silver centre, where the greater part of the refined silver output of the globe is brought to market. Here Governments, with the exception of those in the Americas obtain supplies they need for coinage. China and India have the most capacious appetites of all. The former country is peculiar in many of its ways, so one need not be surprised to hear that the chief currency is not gold, but silver. Such is the demand for small ingots of silver weighing about 5 lbs. troy. The metal has been melted into a form not unlike the shoe of a Chinese lady, whose foot has been deformed by binding in accordance with ancient custom.

Hitherto the system of government in China has not been favourable to a currency of coin minted under native auspices. The obstacle has been that Chinese dynasties have delegated authority in a manner akin to that of the ancient Roman Emperors—namely, procurators were set over distant portions of the Empire. The taxes were farmed; and the contractors collected what they could for themselves and remitted to the Imperial Treasury at Rome the agreed sum. In China mandarins were given official positions without pay and were expected to subsist on the profit they could obtain from their posts. In fact, all officialdom lived by a system of squeeze. Whenever mints were set up by the provincial authorities and coins struck no reliance could be placed on the quality of the metal used. The very act of coining had to bear its share in supporting the Viceroy and his unpaid officials. As a consequence it has been a custom from ancient times for certain foreign coins to circulate throughout China. The Spanish "Pillar" dollar once occupied the predominant place, now it is the Mexican dollar. The fact conveys a pitiful admission that only foreigners can issue an honest dollar. The coinage of India is the rupee and has been so for 400 years or more, more or less of the fixed weight and quality that now obtains under British rule, namely, three-eighths of an ounce of fine silver.

The greater part of the silver imported into India is utilised by the arts—namely, for manufacturing jewellery and utensils—not for coinage. The average import for industrial purposes at the present time is about 50,000,000 ozs. per annum. The vast bulk of this quantity is worked up into jewellery in the form of bangles, etc.

Silver bars now travel unclothed from the Americas to London, and thence to India and China. Up to about twenty years ago they were always packed in London, one bar in each box, until one day a clerk with an inquiring mind said: "Why pack them?" At the present time silver bars travel naked in the strong rooms of the liners throughout the whole journey. Not always undisturbed, however. Father Neptune takes care of that. In the spring of 1912 the P. & O. steamer *Oceanic* sank in the English Channel with no less than 250,000 of silver on board or, say, 4,000 bars. All but two bars were subsequently salvaged. There were heartburnings, however, in two quarters—namely, the unfortunate underwriters and the no less unfortunate consignees. Although the latter recovered the value of the submerged silver, the buyers in India, to whom they had contracted, contrived to corner the market for delivery, and the sellers caught, unexpectedly short by the disaster, had to pay heavily for their inability to fulfil their contracts at the fixed date.

PAINLESS CHILDBIRTH.

IMPORTANT DISCOVERY BY GERMAN DOCTORS.

An interesting report by two American ladies on the new and painless method of childbirth, which has been developed in the medical clinic of the University of Baden, at Freiburg, appears in the June number of *McClure's Magazine*. This method has now been used in 5,000 cases with practically unvarying success. It is claimed that not a single fatality to the mother can be charged against it, and that under it the rate of infant mortality has decreased. To those especially who have undergone the experience in the Freiburg hospital and elsewhere, the experience under the twilight sleep seems almost incredible—"like a fairy tale," as they most often express it.

This twilight sleep is a light sleep induced by an injection or two of a combination of two drugs—scopolamin and morphium—and continued under scopolamin. It is a sleep so light and so susceptible to outside impressions that semi-darkness and quiet are required to make it entirely successful. The ordinary tests of unconsciousness cannot be applied to it. It is attained at a point when the patient loses the power of recollecting immediate events and sensations, while still remaining susceptible to suggestions and in full possession of muscular powers. A state of clouded consciousness is induced, in which there is a complete forgetfulness of the course of birth.

To determine whether the injection is working properly the patient's memory, and nothing else, is tested. An object is shown to her. Half an hour later she is shown it again, and asked if she has seen it before. If she remembers it, it is taken as an indication that another dose of the same strength should be administered. Thirty minutes after the second injection the patient may be asked if she has had one. If she has no recollection of it the anaesthesia is considered sufficient.

Under the influence of the twilight sleep the consciousness of pain is eliminated, the necessity for using instruments is practically done away with, and the nervous strength is conserved to an extent that makes recovery "astonishingly rapid." A case is mentioned of a patient whose baby was born at 5 o'clock in the morning, who was sitting up in the best of spirits and breakfasting off coffee and rolls at 8 o'clock, who took a hearty German midday dinner at noon, got up on the following day, went out driving on the fifth day, and by the end of the week was returning calls of congratulation.

Full records of over 3,000 cases are preserved at Freiburg. In no instance do they disclose any ill-effects to the mother or the child either at birth or afterwards from the use of scopolamin. It is added, however, that the skill and experience required in determining the exact dosage and the importance of quiet, isolation, a subdued light, and uninterrupted observation of the patient, make the Freiburg method impracticable for large hospitals and crowded wards.

THE LIVER.

HOW TO TAKE CARE OF IT.

Funny as it may seem, when the liver is all right you don't know that you have got one. But as soon as it gets out of order, it fails in the work which nature intended it to do. Then there is very serious trouble for you.

Liverishness is also much more common than most people imagine. For instance, faintly aching of the liver gives rise to feelings of depression, it makes men and women feel miserable and unfit for work. It gives them prostrating bilious attacks, headaches, and causes languor, sleeplessness, and sometimes a blurred state of the vision. Liverishness is the enemy of cheerfulness, a kill-joy, a destroyer of mental efficiency and bodily vigour. If you doubt it, look at the sallow skin, the dull eyes, and dragging step of the man much given to liver troubles. Or think of the women, thousands of them, who have to battle against the health-shattering effects of recurring bilious attacks. There is the conclusive evidence that a faulty liver can and does upset the whole health organisation of men and women.

How to cure for the liver and keep it in good health is a simple matter if you follow one or two well-defined rules. Don't eat too much, or too rich food. Try to get some exercise every day. Above all, be strong on prevention. Don't miss that point, for the readiest and the best preventive of liver troubles is an occasional dose of Mother Seigel's Syrup, the world-famous digestive and liver tonic made from roots, barks and leaves. But even where liverishness is robbing you of strength and the buoyancy of health, Mother Seigel's Syrup will do you good. Take it after your meals, persevere with it, and you will not regret it. Of course, prevention is always best; but there is no need to despair in any case, for in tens of thousands of cases this old-fashioned remedy has given relief even after a few doses, and made hosts of friends by banishing their liver, stomach, and bowel troubles.

Here is a case in point. Mr. W. G. Livingston, of 8, Oxford Street, Woodstock, nr. Cape Town, writing on May 23rd, 1913, says:—

"Ten years ago I was almost a continual sufferer from liver complaint and constipation, and through neglecting them they obtained so great a hold on my system, that I found myself in a very low condition."

"I was seldom free from flatulences and acute headaches, and my stomach became so weak I was often unable to retain my food. I also suffered from pains between the shoulders, and seldom got a full night's rest."

"Such was my condition when Mother Seigel's Syrup was introduced to my notice and described as a real remedy. This recommendation was amply borne out by the speedy relief I obtained after a few doses, after which my improvement became more perceptible daily, a few bottles bringing about so effective a cure, that a few doses taken now and then have been the means of keeping me in vigorous health."

Buy your bottle of Mother Seigel's Syrup now, but if you value your good health don't be put off with imitations. There are several, but not one half so good.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM PORTLAND (Or.) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"SUNDMARK"

Captain J. Harberg, having arrived, Consignees are hereby notified to send in their Bills of Lading for Consignation, and take immediate delivery of Cargo from alongside. Cargo remaining undelivered on SATURDAY, 11th inst. at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co.'s Godowns. Cargo remaining undelivered on 11th inst. at NOON, will, in addition to landing charges, be subject to storage charges. No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo to be left on board or in the Godown; the examination of same to be held on 11th inst. at 10 A.M. Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of H.A.L. All Claims must be filed on or before the 15th inst., otherwise they will not be recognised. HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 2nd July, 1914. [89]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE"

Arrived Hongkong on 9th July, 1914. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent. Hongkong, 9th July, 1914. [91]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, (Wharves and West Point) Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on the 14th inst. at 9.30 A.M.

All Claims must reach us before the 21st inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents. Hongkong, 7th July, 1914. [919]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"EBERHARD FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, (Wharves and West Point) Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 15th inst. at 9.30 A.M.

All Claims must reach us before the 22nd inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 8th July, 1914. [3]

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"TAKADA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents. Hongkong, 9th July, 1914. [60]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE." Arrived Hongkong on 2nd July, 1914. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:— From London, &c., at s.s. "China" and "Mongolia". From Persian Gulf, at s.s. B. I. S. N. and R. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

E. A. HEWETT, Superintendent. Hongkong, 6th July, 1914. [1]

THE "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAGHIRI"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and delivery can be obtained as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown, where they will be examined on 14th inst. at 9 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 8th July, 1914. [927]

THE ROYAL MAIL STEAM PACKET COMPANY.

The Steamship "RADNOLSHIRE" FROM PACIFIC COAST AND JAPAN.

THE above Steamship having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 9th inst. at 9 A.M. will be landed at Consignees' risk and expense and delivery must be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co.'s Godowns.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 15th inst. will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown, and examination of same will be held on 14th inst. at 10 A.M.

All Claims must be presented on or before 20th inst., otherwise they will not be recognised. JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 8th July, 1914. [49]

NORDDEUTSCHER LLOYD, BREMEN. FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MARK"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 15th inst. at 9.30 A.M.

All Claims must reach us before the 22nd inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 8th July, 1914. [118]

VISITOR TO CANTON Should Purchase.

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

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UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hong Kong:

ADDRESS	FROM
Bico (Not for J. M. & Co.)	Calcutta
Burrows Norddoyl	Shanghai
Chao, 75, Jervoy St.	Hankow
Clarke May, Passenger	Shanghai
Peninsular	Shanghai
Foy, Prins	London, Sub.
Lloyd	Semarang
Goobesong	Saigon
Etisang	San Francisco
Jiang, 161, Connaught	Bombay
Kagdy	Peking
Wongnong	Peking
Long	Reichenberg
Manwolong	Oakland, Calif.
Moreira	Paris
Ongeheugam	Singapore
Paperhose	Shanghai
Saithy	Singapore
Taleki	Torun
Tongmow, Care Cheeth	Haiphong
Wingsing	

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hong Kong:

ADDRESS	FROM
Buriyoko	W. kamata, Uchikazu
Chongyue	Shanghai
Edwards, Hongkong Hotel	Yokohama
Kwongyungang	Shanghai
Pohing	Kobe
Tomon Maru	Amoy
2426/528	
5440/2621/317/6670/131/6735	
1016/6671/0615/1987/5282	
0338/7003	Shanghai
7311	Hankow

DON'T NEGLECT YOUR HAIR

Your hair demands that you should take care of it, make it more beautiful, more lustrous, softer; you can easily and readily do so by using

ROWLAND'S MACASSAR OIL

which nourishes, strengthens, and promotes the growth of fine silky hair. You will notice an improvement from the first time you use it. Use it for your own and your children's hair; Golden Colour for Fair Hair. Sold in three sizes by S. J. Chemist, and ROWLAND'S, 67, Hatton Garden, London.

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You will find in this famous remedy a restorative power that is simply unequalled.

MADE IN ENGLAND BY J. M. ROBERTS, 10, Abchurch Lane, LONDON, E.C. 4.

CURE FOR ASTHMA

PASSED THE CANAL.

June 2nd—Benvorlich, Nubia.
June 6th—Bayer, Stentor, Tallyhoun, O. J. D. Ahlers.
June 9th—Kandahar.
June 12th—Belgravia, Eumaeus, Namur.
June 18th—Telemachus, Puritan.
June 19th—China, Hector, Persia, Demodocus, Den of Kelly, Senegambia, Katori Maru.
June 23rd—Dunbar, Inverclyde.
June 28th—Gottengen, Nelsus.
June 30th—Persia, Sigmaringen.
July 3rd—Atlanta Maru, Briggavia, Oanfa, Socotra, York, Arabia Chahister.
July 7th—Kama Maru, Almark, Indradeo, Prinz Ludwig, Norderney, Paul Leat.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.

THE VOLUME, which consists of 481 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.O.M.G., and Dr. A. BERNES.

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CAPITALISTS' PARADISE.

SOME FACTS ABOUT GLARUS.

WHERE INCOME TAX IS LIGHT.

Amidst high, sky-cleaving mountains in Switzerland, about one and a half hours' railway journey from Zurich, is the townlet of Glarus, with 5,000 inhabitants, all hard-working farmers and labourers, who have to do a great deal to make the meagre, stony soil pay them a living. Nobody would dream of supposing that this handful of people would ever attempt to start great industrial undertakings or try to speculate on the international money markets.

And still this little Glarus, the French spelling of which is Glaris, counts in the world of "haute finance." It boasts of 60 big limited and private companies, and reckons they are its own. There is a big emigration bureau's seat owned by a well-known concern, a limited company financing electrical businesses all over the world, here is a third mighty one, owner of several textile factories in Russia, a fourth an Anglo-Russian telephone company, another worth mentioning, a Tyrolean railway company, then again an Egyptian concern, Turkish railways, etc.

If we go into the matter, we find that the administrative bodies of these huge businesses are either in Frankfurt, in Berlin, New York, Alexandria, Constantinople, or even in Valparaiso, but then at the end of the list of directors you will notice a queer Franco-German name, a Swiss, usually a solicitor or notary public of Glarus, who fulfils the important function of the "Domizilsträger."

Leon Say, the well-known French economist and publicist, found out long before this that when a Swiss canton brought a heavier income-tax into life the hard-pressed, worried capitalists slowly but surely moved to some neighbouring canton where easier conditions prevailed, and within a comparatively short time one could find the national wealth accumulated in one place, the most lenient towards the rich. This is what has occurred with Glarus. It is surrounded with cantons which impose very high rates on the wealthier classes. East of Switzerland there is Austria, with its extortionate figures, and the "Eucheneicht"—viz., inspection of the books. To the north is Germany, the home of fiscal inquisition. From Zurich the existing rates, taxes, fees, etc., simply expel capital altogether. According to the statement of a Zurich banker, only widows and orphans pay their real taxes regularly, because they cannot hide the figures of their estates from the authorities.

INCOME-TAX STILL LIGHT.

In former years Glarus knew nothing of income-tax. Those numerous limited companies lived there free of charge. Only since the last two years a very modest percentage of income-tax has been fixed. Thus the troubled foreign capital finds here a nice new home. There are "Domizilsträger" whose strong shoulders carry sometimes 12 companies representing up to 30-40,000,000. And Glarus sees the benefit of this influx. The Zurich Chamber of Commerce is already compelled to make a move to see the rate reduced, as business generally is suffering a great deal through this emigration. This outrageous taxing was in vogue in other Swiss cantons, too. Thurgau saw some very undesirable vexation for the last years. Capitalists and companies at last made up their minds and went to Basel, where they only pay 3 per cent. There are 200 millionaires now in Basel, consequently the small man's tax could be reduced essentially, as the burden is borne by the rich. I wonder what Mr. Lloyd George will say to that.

Germany, France, and Alsace "send" many a big financial undertaking to Basel, especially since the higher estate duty in Germany, and the higher stocks and shares duty in France, came into operation.

This movement, import and export of capital from one country into the other, fleeing from heavy inconsiderate taxation and too much interference, has become an important movement, requiring serious consideration on the part of the Governments of various nations.

Capitalists will get into the habit of comparing the income-taxes of different countries before investing, and it will be a question of international competition, regulated, as everything else in life is, by supply and demand.—The Times.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. Korea, carrying the United States mail, sailed from Yokohama for Hongkong, via Japan ports, and is expected to arrive at Hongkong on the 14th July.

THE AUSTRALIAN MAIL.

The I.G.M. str. Prins Waldemar left Sydney on the 2nd July, at 3 p.m., and may be expected here on or about the 25th July.

MERCHANT STEAMERS.

The str. Indradeo passed the Suez Canal on the 7th July for Hongkong direct.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Kutsang, from Moji, is due in Hongkong 13th July.

Suisang, from Geraldton, is due in Hongkong 15th July.

Fooksang, from Calcutta, is due in Hongkong 16th July.

Mausang, from Jolo, is due in Hongkong 18th July.

Choyang, from Shanghai, is due in Hongkong 13th July.

Den-of-Ruthen, from Pacific Coast, is due in Hongkong 15th July.

Den-of-Airde, from London, is due in Hongkong 3rd August.

INDRA LINE, LIMITED.

Inverclyde, passed the Canal, is due in Hongkong 9th July.

Westminster
Tobacco
Co. Ltd.
London

Regent

Finest
Virginia
Cigarettes

Hongkong, 4th July, 1914.

SHIPPING IN PORT

STEAMERS

ANTILCHUS, British str., 5,608, F. A. Flynn, 5th July—Kuchinotsu 1st July, General.—Butterfield & Swire.
BENGLURON, British str., 2,878, Geo. M. Millan, 3rd July—Moji 28th June, Coal.—Gibb, Livingston & Co.
BORNEO, German str., 1,344, Joh. Koehler, 6th July—Sandakan 28th June, General.—Melchers & Co.
CHINGCHOW, British str., 1,186, J. Doyle, 7th July—Kwang Yen 6th July, Cement Stone.—Shewan, Tomes & Co.
CHUYEN, Chinese str., 1,177, Ross, 8th July—Shanghai 3rd July, General.—Chinese.
CHUNSIANG, British str., 1,418, Matcock, 2nd July—Hongkong 24th June, Coal.—Jardine, Matheson & Co.
CEAM, British str., 2,311, D. Davies, 6th July—Singapore 29th June, Bulk Oil.—Asiatic Petroleum Co.
DAIOI MARU, Japanese str., 947, S. Tokushige, 9th July—Swatow 8th July, General.—Osaka Shosen Kaisha.
DEYAWONGSE, British str., 1,047, C. W. Shearer, 8th July—Saigon 4th July, Rice.—A. Bune & Co.
DULWARA, British str., 3,400, G. N. Ramag, R.N.E., 6th July—Singapore 1st July, General.—David Sassoon & Co.
FUKU MARU, Japanese str., 3,087, Miyokawa, 8th July—Moji 2nd July, Coal.—Mitsui Bussan Kaisha.
HAYAN, British str., 1,183, J. W. Evans, 9th July—Poochey 5th July, General.—Douglas Laiprak & Co.
HALDIS, Norwegian str., 1,035, J. Jurgensen, 8th July—Java 30th June, Sugar.—Java-China-Japan Lijn.
HEKKE, German str., 771, Jenson, 8th July—Hohow 7th July, General.—Jensen & Co.
HONG MOR, British str., 2,555, R. S. Bainbridge, 2nd July—Singapore 23rd June, General.—Chinese.
KEONGWAI, German str., 1,115, P. Petersen, 7th July—Bangkok 28th June, Rice.—Butterfield & Swire.
KIANG PING, Chinese str., 1,222, C. Udden, 7th July—Chinkiang 1st July, General.—Chinese.
LAERTES, British str., 1,340, A. Jenkyns, 5th July—Saigon 30th June, Rice and General.—Chinese.
MEXICO CITY, British str., 3,179, N. A. Starkey, 7th July—San Diego 10th June, Ballast.—Chinese.
NILE, British str., 4,188, H. Powell, 9th July—London 30th May, General.—P. & O. S. N. Co.
PERSIA, British str., 2,744, J. Hill, 2nd July—San Francisco 2nd June, General.—Pacific Mail S.S. Co.
RHESUS, British str., 4,298, James Inkster, 7th July—Shanghai 4th July, General.—Butterfield & Swire.
RUBI, American str., 1,403, J. Miller, 7th July—Manila 4th July, General.—Shawhan, Tomes & Co.
SHIDZUKA MARU, Japanese str., 4,672, N. Deguchi, 5th July—Shanghai 2nd July, General.—Nippon Yusen Kaisha.
SHIKOKU MARU, Japanese str., 998, Yonetou, 8th July—Moji 3rd July, Coal.—Mitsui Bussan Kaisha.
SHINYO MARU, Japanese str., 7,228, H. Stanley Smith, 5th July—San Francisco 6th June, General.—Toyo Kisen Kaisha.
TAMON MARU, Japanese str., 1,842, J. Kasai, 4th July—Saigon 28th June, Rice.—Order.
TAKADA, British str., 3,995, 8th July—Moji 4th July, General.—David Sassoon & Co.
TATLAWONG, Dutch str., 3,061, A. Oldenburger, 4th July—Swatow 3rd July, General.—Java-China-Japan Lijn.
TATYKOWA, Dutch str., 3,444, J. N. Bouman, 5th July—Batavia 28th June, Sugar and General.—Java-China-Japan Lijn.
TUSCHING, British str., 1,178, Hussey, 29th June—Saigon 25th June, Rice.—Chinese.
WOSKOWI, German str., 1,115, H. Olmanna, 3rd July—Bangkok 25th June, General.—Melchers & Co.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alberic, despatch boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. A. Cochran, Kobe, Weihaiwei.
Atlas, admiral's flag, 615 tons, 1,400 h.p., Comdr. V. B. Brandon, Weihaiwei.
Beattie, gunboat, 710 tons, 900 h.p., Lt. Comdr. P. B. Preston-Thomas, Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Captain M. S. Fitzmaurice, Yangtze.
Cherub, water tank and tug, 390 tons, 340 h.p., Hongkong.
Clio, British sloop, 1,070 tons, 1,400 h.p., Comdr. Mackenzie, Yangtze.
Colts, T.B.D., 560 tons, guns 4-12 pr. i.h.p., 7,500 f.d., Comdr. C. Seymour, Weihaiwei.
Chelmer, T.B.D., 560 tons, guns 4-12 pr. i.h.p., 7,500 f.d., Lieut. H. T. England, Hongkong.
Fame, T.B.D., Lt. Comdr. C. M. Blackburn, Hongkong.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Weihaiwei.
Jed, T.B.D., 550 tons, guns 4-12 pr. i.h.p., 7,500 f.d., Lieut. G. E. A. Mulock, Hongkong.
Kippha, 615 tons, 1,200 h.p., Comdr. H. Merryatt, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Lieut. F. J. B. Gibson, Labuan.
Minotaur, armoured cruiser (flagship), 7,000 h.p., Capt. E. B. Kiddle, Vladivostok.
Moorehead, river gunboat, 180 tons, 2 guns, 600 h.p., Lt. Comdr. Alan Dixon, W. River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 23,000 f.d., Capt. F. A. Pawlett, Weihaiwei.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. Malcolm Murray, Yangtze.
Kennet, T.B.D., 550 tons, 4 guns, 12 pr. i.h.p., 7,500 f.d., Lieut. F. A. H. Russell, Weihaiwei.
Ribbles, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. Wilkinson, Weihaiwei.
Robin, river gunboat, 85 tons, guns 240 h.p., Lt. Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for Submarine, 980 tons, 1,400 h.p., Lieut. Comdr. F. A. Cromie, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. Hutton, Hongkong.
Solis, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. M. R. J. Maxwell-Scott, Yangtze.
Tamer, receiving ship, 4,650 tons, 6 guns, Commodore A. R. Anstruther, C.M.G., Hongkong.
Tear, river gunboat, 180 tons, 2 guns, 600 h.p., Lieut. Comdr. S. P. B. Russell, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lt. Comdr. G. F. L. P. G. Weir, Weihaiwei.
Triumph, battleship, 11,885 tons, 12,000 h.p., A. Comdr. A. B. Scammell, Hongkong.
Uk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. F. A. H. Russell, Weihaiwei.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Comdr. F. A. H. Russell, Weihaiwei.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. M. R. B. Blackwood, Yangtze.
Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochran, Weihaiwei.

Submarines:—

C.36, D. J. McGillicie, Lieut.
C.37, J. A. Gaimies, Lieut.
C.38, R. K. C. Pope, Lieut.

T.E. 035, Lieut. Handley
T.E. 036, Lieut. Wiles
T.E. 037, Lieut. Wyndham-Qua
T.E. 038, Lieut. Seymour.

VISITORS AT HOTELS.

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Mr E.S. Abraham	Mrs Lambert
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Mr A. E. Cook	Mrs F. A. Miller
Mr E. W. Cox	Mr E. Murphy
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Mr J. Joseph	Mr J. Wilson
	Mr Li Cheong Yen

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Mr T. Arnold	Capt & Mrs Ivens
Lieut Archer, R.A.M.C.	Mr Leo Jones
Mr & Mrs W. Armstrong	Mrs Klehe
Mr F. R. Baker	Mr & Mrs A. Kohler
Mr & Mrs Barton	Mrs Mrs Kooch
Mr & Mrs W. H. Ball and children	Mrs Lawford and child
Fleet Surgeon & Mrs Beaud	Mr W. McInnes
Mr Beaud	Mr & Mrs McManus
Major & Mrs Bowen	children
Mr Bowler	Mr & Mrs E. N. Mitchellmore and child
Mr & Mrs A. Bryson and children	Mr Nixon
Mr & Mrs Carmichael	Mrs Paget & children
Mr Cossell	Mr J. J. Pinner
Mr Couland	Major & Mrs Pynes and children
Capt Cowan	Lt-Col. Maclellan, R.A.
Major Dargan	Mr E. P. Pinner
Mr W. J. Dove	Eng. Comm. Rooms
Mr Dargan	Mr A. Skelley
Major Falcione	Lt-Col. & Mrs Usher
Mr Falcione	Smith
Mr F. W. Gibbons	Mr & Mrs G. B. Stewart and children
Mr B. A. Hale	Capt & Mrs Stewart
Lt-Col. Gordon Hall	Mr A. H. Stokes
R.A.M.C.	Capt & Mrs Waters
Mr Hardman	and child
Mr F. A. Hazeland	Mr C. Williams
Mr & Mrs Hooper	Mr E. Williams
Mr & Mrs W. G. Humphreys	Mr E. Williams
Major & Mrs Humphreys	Mr E. Williams
Miss Humphreys	Mr E. Williams

GRAND HOTEL.

Mr Allan	Mr Luckins
Mr Barberg	Mr Nier
Mr Beck	Mr Owen
Mr Benito	Mr Roller
Mr Bon	Mr Scott
Mr Brown	Mr Stoll
Mr & Mrs Crew	Mr Watson
Mr & Mrs Fleming	Mr Weissenbrun
Mr & Mrs Foster	Capt Wertheil
Mr Hotzatter	Dr Wilson
Mr Jardine	Mr & Mrs Wilken
Dr Keyt	Mr Wolf
Mr Kuhn	Mr Ybings
Mr Knapton	Mr Zellis
Mr & Mrs Langham	
Mr Liedman	
Mr Lowe	

WEATHER REPORT.

On the 9th at 12.10 p.m.—Signals lowered.

On the 10th at 12.10 a.m.—The typhoon this morning was situated to the North of Haiphong.

Pressure has increased moderately at Weihaiwei and Hongkong, and slightly over Formosa and N. Luzon.

It has decreased considerably over the Bonin, owing probably to the approach of a typhoon from southward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.91 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.
Hongkong & Neighbourhood (South to S.E. winds, moderate; cloudy, somewhat.)
Formosa Channel (South winds, moderate.)
South coast of China between (The same as Hongkong and Lamook, No. 1.)
South coast of China between (The same as Hongkong and Hainan, No. 1.)

CHINA COAST METEOROLOGICAL REGISTER.

10th JULY, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind.
Vladivostok	7	29.99			S		2
Nemuro	5	29.79			SE		3
Hakodate		29.75					0
Tokio		29.84					0
Koshi		29.83			SW		0
Nagasaki		29.84					0
Kagoshima		29.83					0
Oshima		29.79			E		1
Naha		29.76			SE		0
Ishijima					SE		0
Bonin Is.							0
Chefoo							0
Wei-hai-wei		29.67	71	96	E		2
Hankow							1
Iohang							1
Kiukiang							1
Chongsha							1
Shanghai		29.69	81		S		1
Gualaif		29.94	77		SW		2
Sharp Peak	7	29.72	83				0
Amoy	6	29.68	81	91	SW		2
Swatow							2
Taihu	5	29.75					0
Taihu		29.70					0
Taiwan		29.75					2
Koshun		29.75			S		2
Fescadores		29.72			S		2
Canton	6	29.61	75	95	SW		1
Long Kong		29.61	83	84	SW		1
Gap Boats		29.56			S		4
Macao		29.56	79		SE		4
Wuchow	9						4
Hothow							4
Pakhoi							4
Phunlin	9	29.50	77		SW		3
Touran							3
Cape St. James		29.62	77		SW		4
Apari		29.75	77		SW		1
Amila		29.80	91		W		3
Loang		29.75	77		SW		2
Dong	9	29.87	83		W		2
Basool							1
Cebu		29.86	87		W		1
Labuan							1

SHIPPING

VESSELS ADVERTISED AS LOADING						
To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1", "2", "3", "4", "5", "6", "7", "8", "9", "10", "11", "12", "13", "14", "15", "16", "17", "18", "19", "20", "21", "22", "23", "24", "25", "26", "27", "28", "29", "30", "31", "32", "33", "34", "35", "36", "37", "38", "39", "40", "41", "42", "43", "44", "45", "46", "47", "48", "49", "50", "51", "52", "53", "54", "55", "56", "57", "58", "59", "60", "61", "62", "63", "64", "65", "66", "67", "68", "69", "70", "71", "72", "73", "74", "75", "76", "77", "78", "79", "80", "81", "82", "83", "84", "85", "86", "87", "88", "89", "90", "91", "92", "93", "94", "95", "96", "97", "98", "99", "100", "101", "102", "103", "104", "105", "106", "107", "108", "109", "110", "111", "112", "113", "114", "115", "116", "117", "118", "119", "120", "121", "122", "123", "124", "125", "126", "127", "128", "129", "130", "131", "132", "133", "134", "135", "136", "137", "138", "139", "140", "141", "142", "143", "144", "145", "146", "147", "148", "149", "150", "151", "152", 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SHIPPING	
ARRIVALS.	
CHENAN, British str., 1,950, Lloyd-Jones, 10th July—Shanghai 7th July, General.—Butterfield & Swire.	
GOLDENFELS, German str., 4,704, P. Diedrichsen, 9th July—Shanghai 5th July, General.—Hamburg-Amerika Linie.	
HINSANG, British str., 1,888, A. C. Kennedy, 10th July—Sandakan 4th July, General.—Jardine, Matheson & Co.	
HUGHLOW, British str., 9th July—Canton, KAWACHI MARU, Japanese str., 3,821, M. Nakamura, 9th July—Moil, 4th July, General.—Nippon Yusen Kaisha.	
LAISANG, British str., 2,224, F. Mooney, 10th July—Singapore 4th July, General.—Jardine, Matheson & Co.	
PRINZ SEISMUND, German str., 6,000, A. Hertzog, 10th July—Japan 4th July, General.—Melchers & Co.	
SEGOVIA, German str., 3,161, O. Geissel, 10th July—Poochow 7th July, General.—Hamburg-Amerika Linie.	
TENPAISAN MARU, Japanese str., 1,995, Tsuji, 9th July—Miike 3rd July, Coal.—Mitsui Bussan Kaisha.	
WINGSANG, British str., 1,517, T. H. Lishman, 10th July—Swatow 9th July, General.—Jardine, Matheson & Co.	
YEHIMO MARU, Japanese str., 2,394, Somakawa, 10th July—Wakamatsu 3rd July, Coal.—Osaka Shosen Kaisha.	
CLEARANCES.	
AT THE HARBOUR MASTER'S OFFICE.	
July 10th.	
CHENAN, British str., for Canton.	
CHICAGO MARU, Jap. str., for Victoria.	
GOLDENFELS, German str., for Hamburg.	
KUNSAAG, British str., for Shanghai.	
NILE, British str., for Yokohama.	
TAIYUAN, British str., for Sydney.	
DEPARTURES.	
July 10th.	
ANHUI, British str., for Shanghai.	
CHIYUEN, Chinese str., for Canton.	
DAIGI MARU, Japanese str., for Tamsui.	
DEHFLINGER, German str., for Bremen.	
HAIMUN, British str., for Swatow.	
KWANGLEE, Chinese str., for Shanghai.	
MAKE, German str., for Yokohama.	
MONMOUTHSHIRE, British str., for Victoria.	
P. E. FREEDRICH, Ger. str., for Shanghai.	
PROTECTOR, British str., for Vancouver.	
RADNORSKIE, British str., for London.	
SHIPPING REPORTS.	
The British str. <i>Laisang</i> reports: Strong monsoon.	
The German str. <i>Goldenfels</i> reports: Heavy typhoon all over the China Sea.	
The British str. <i>Hinsang</i> reports: Strong monsoon and high sea throughout.	
The British str. <i>Wingsang</i> reports: Moderate variable winds, rough southerly well, dull and rainy weather.	
LATEST STEAMER MOVEMENTS.	
The French str. <i>Phuget</i> left Saigon on the 9th July for this port, and is due to arrive here on or about the 13th July.	
The Apeaar str. <i>Gregory Apeaar</i> left Calcutta on the 5th July, and may be expected here on or about the 21st July.	
THE AMERICAN AND ORIENTAL LINE.	
FOR BOSTON AND NEW YORK VIA SUEZ CANAL.	
(With liberty to call at the Malabar Coast).	
THE Steamship	
"ROYAL PRINCE."	
Captain Conll. will be despatched as above WEDNESDAY, the 6th August.	
This Steamer has excellent accommodation for limited number of Saloon Passengers.	
For Freight and passage, apply to ARNHOLD, KARBURG & Co., General Agents.	
Hongkong, 8th July, 1914.	[918]
ON SALE	
AT THE	
HONGKONG DAILY PRESS	
OFFICE.	
NEW AND UP-TO-DATE	
PLANS OF THE SI-KIANG	
OR	
WEST RIVER.	
PRICE ONE DOLLAR.	
Giving all the Important Towns en route.	
from CANTON to WUCHOW.	
Hongkong, 5th April, 1913.	
MAIL STEAM COMPANY.	
FROM HONGKONG.	
WITHOUT NOTICE.	
HOME-WARDS.	
STEAMERS — DATE OF DEPARTURE	
HEN OF RUTHVEN — On 19th July.	
" " AND " GLEN "	
SERVICE.	
HEN OF AIRLIE " ... On 10th Aug.	
Telephone No. 215 Sub Ex. No.	
MATHESON & Co., Ltd.,	
AGENTS.	
[14]	

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER							TO LPOOL		FROM LPOOL		FROM VANCOUVER						
STAMMERS	Hong-kong	Leave	Arrive	Kobe	Yoko-hama	Vancouver	Quebec	Liver-pool	Liver-pool	Quebec	STAMMERS	Vancouver	Yoko-hama	Kobe	Nagasaki	Shanghai	Hong-kong
EMPERESS OF INDIA	23 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	12 June	19 June	EMPERESS OF INDIA	25 June	9 July	10 July	12 July	14 July	17 July	
EMPERESS OF ASIA	8 Aug.	9 Aug.	11 Aug.	13 Aug.	22 Aug.	27 Aug.	3 Sept.	26 June	3 July	EMPERESS OF ASIA	9 July	20 July	21 July	23 July	27 July	29 July	
EMPERESS OF JAPAN	22 Aug.	24 Aug.	26 Aug.	28 Aug.	9 Sept.	17 Sept.	24 Sept.	10 July	17 July	EMPERESS OF JAPAN	23 July	6 Aug.	7 Aug.	9 Aug.	11 Aug.	14 Aug.	
EMPERESS OF RUSSIA	5 Sept.	6 Sept.	8 Sept.	10 Sept.	19 Sept.	24 Sept.	1 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	19 Aug.	22 Aug.	25 Aug.	
EMPERESS OF INDIA	16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	24 July	31 July	EMPERESS OF RUSSIA	6 Aug.	17 Aug.	18 Aug.	20 Aug.	24 Aug.	26 Aug.	

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK.
EMPERESS OF RUSSIA	Meals and Sleeping £71.10	£71.10
EMPERESS OF ASIA		
EMPERESS OF INDIA		
EMPERESS OF JAPAN	Car Berth across	£65 — £65 —
MONTEAGLE	Canada 2s additional.	£43 — £45 —

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passengers accommodations include Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from **HONGKONG** via **SHANGHAI, NAGASAKI** (through INLAND SEA OF JAPAN), **Kobe, YOKOHAMA** and **VICTORIA, B.C.**

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pender Street and Praya

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or Togo KUREN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUB MAIL LINES or TRANS-SIBERIAN ROUTE.

NAV. CO., LTD.
ONG (SUBJECT TO ALTERATION).

DEPARTURES	TO SAIL
"UNSAUNG" ... Saturday,	11th July, Noon.
"UNSAUNG" ... Saturday,	11th July, 2 p.m.
"UNSAUNG" ... Saturday,	14th July, 2 P.M.
"UNSAUNG" ... Tuesday,	14th July, 10 A.M.
"UNSAUNG" ... Tuesday,	14th July, Noon.
"UNSAUNG" ... Wednesday,	15th July, Noon.
"UNSAUNG" ... Saturday,	18th July, 2 P.M.

S. TO JAPAN.

"LAUNING" leave about every 3 weeks for
and on to Hongkong. Time occupied 30 days
for "KOKOSAKI", "Yokohama", "Nagasaki" and
for Yokohama, Kobe and Moji and returning
is fitted throughout with Electric Light.

at: Class Passengers and are fitted throughout
Osaka, Fusan, Dairei, W'wei, T'sau & N'chwang.

E. MATHESON & Co., Ltd.,
GENERAL MANAGERS. [11]

BRITISH INDIA S. N. CO., LTD.

**NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.**

Steamers are despatched Eastward and Westward at regular intervals taking
Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS

Telephone No. 215.
Hongkong, 16th April, 1914.

Long cong, 5th April, 1913.

**THE ROYAL MAIL STEAM
PACKET COMPANY.**

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR **STRANES** **DATE OF DEPARTURE**

LONDON & ANTWERP **"DEN OF RUTHVEN"** On 19th July.

**TRANS-PACIFIC "SHIRE" AND "GLEN"
JOINT SERVICE.**

VICTORIA, VANCOUVER, SEATTLE, TACOMA
& PORTLAND **"DEN OF AIRLIE"** ... On 30th Aug.

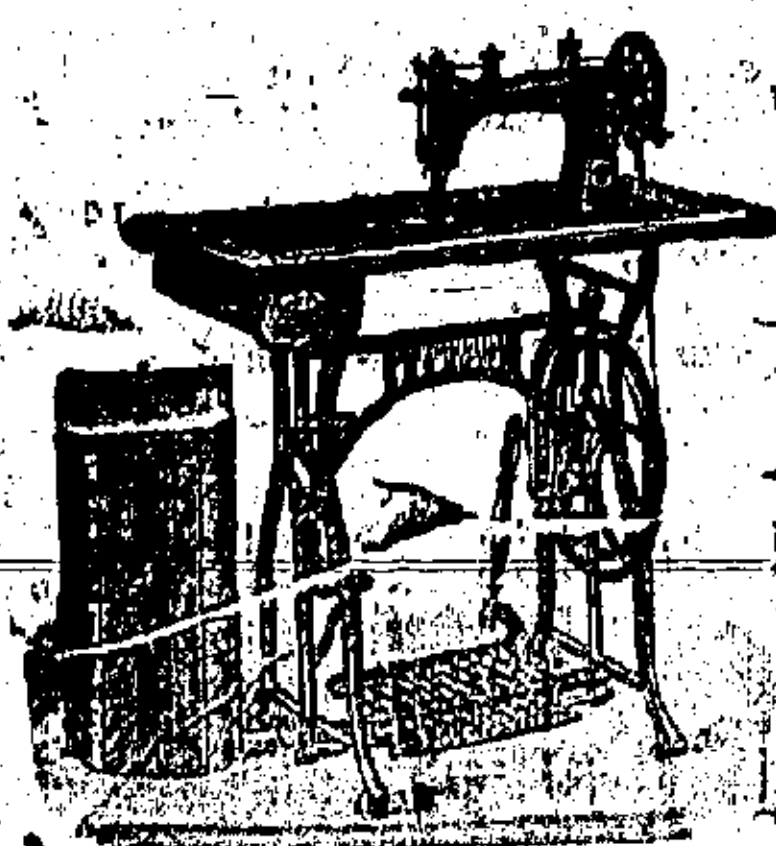
For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 1st July 1914



OBTAINABLE FROM

KARL BRANDES,
No. 2, PEDDER STREET.

Hongkong, 6th July, 1914.



WINSELMANN'S

"TITAN"

SEWING

MACHINES

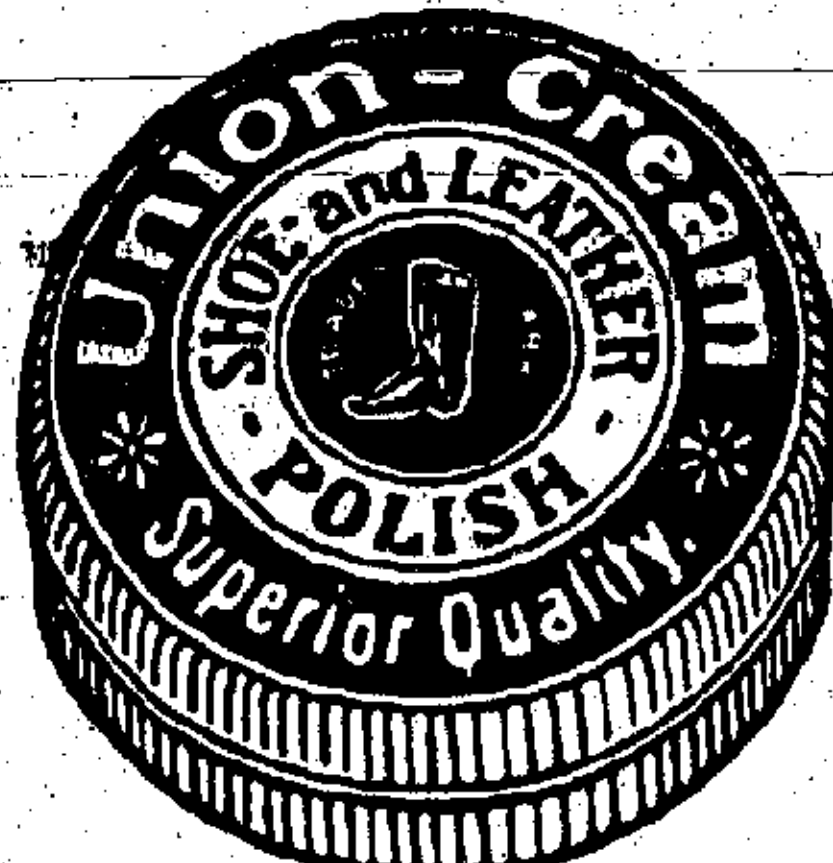
ARE THE BEST.

CATALOGUE, ETC., CAN BE OBTAINED FROM—

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 6th July, 1914.

UNION AUGSBURG

BOOT AND SHOE POLISH
METAL POLISH.THE BEST BRANDS ON THE
MARKET.

GENERAL AGENT FOR CHINA AND HONGKONG—

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 6th July, 1914.

POST OFFICE NOTICE.

Two packets of correspondence (via Siberia) have been received from Shanghai Russian P.O. damaged by fire. Such letters as can be identified will be forwarded to the addressees.

The *Teiching*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 20th ult., is due to arrive here to-day.

The *Amazona*, with the FRENCH MAIL, is due to arrive here on Monday, the 13th inst., at daylight.

The *Korea*, with the AMERICAN MAIL, is due to arrive here on Tuesday, the 14th inst.

FOR	PER	DATE
*Straits	Yangtze	Saturday, 11th, 8.00 A.M.
*Philippine Islands	Antiochia	Saturday, 11th, 8.00 A.M.
Hobow, and Tournes	Helene	Saturday, 11th, 8.00 A.M.
Saigon	Quarta	Saturday, 11th, 10.00 A.M.
*Shanghai and North China	Esang	Saturday, 11th, 10.00 A.M.
*Philippine Is., *Australia, *Tasmania and		
*New Zealand via Port Darwin	Eastern	Saturday, 11th, 10.00 A.M.
*Philippine Islands, Australia, Tasmania,	Taiyuan	Saturday, 11th, 10.00 A.M.
and New Zealand via Thursday Island	Kawachi Maru	Saturday, 11th, 10.00 A.M.
Straits, Burmah and India via *Calcutta	Nile	Saturday, 11th, 10.00 A.M.
Shanghai, North China and *Japan via *Moj		
(EUROPE via SIBERIA)		
(To make connection with the Tientsin-Pukow		
Railway, closing at Shanghai Brit. P.O. at		
8.30 p.m., on Thursday, the 16th inst.)		
PHILIPPINE ISLANDS, JAPAN via		
NAGASAKI, HONOLULU, UNITED		
STATES, SOUTH AMERICA and CANADA		
via SAN FRANCISCO		
*Philippine Islands	Yuenang	Saturday, 11th, 1.00 P.M.
*Swatow, Amoy and Foochow	Haitan	Saturday, 11th, 1.00 P.M.
*Straits, *Sourabaya and *Samarang	Chunyang	Saturday, 11th, 1.00 P.M.
*Amoy	Taidie	Saturday, 11th, 2.00 P.M.
*Shanghai and *North China	Taiwan	Saturday, 11th, 2.00 P.M.
Philippine Islands	Rubi	Saturday, 11th, 3.00 P.M.
PHILIPPINE ISLANDS, MARONN,		
ANGAUR, SAMARAI, YAP, FR.		
WILHELMSHAFEN, RABAU,		
HERBERTSHOF, MATUPI, AUS-		
TRALIA, TASMANIA and NEW		
ZEALAND via BRISBANE		
*Straits	Segoria	Saturday, 11th, 4.00 P.M.
*Swatow, *Welhaiwei, *Chefoo and *Tientsin	Huechow	Saturday, 11th, 5.00 P.M.
*Shanghai and *North China	Chenan	Sunday, 12th, 9.00 A.M.
*Swatow, Amoy, and Formosa via Tamsui	Dayin Maru	Sunday, 12th, 9.00 A.M.
Swatow and *Hongkong	Samsen	Sunday, 12th, 9.00 A.M.
*Straits	Kathe	Monday, 13th, 8.00 A.M.
SHANGHAI, NORTH CHINA and JAPAN		
via KOBE	Amazona	Monday, 13th, 5.00 P.M.
(EUROPE via SIBERIA)		
To make connection with the Tientsin-Pukow		
Railway closing at Shanghai Brit. P.O. at		
8.30 p.m., on Thursday, the 16th inst.		
Jessolton, Kudat and Sandakan	Borneo	Tuesday, 14th, 8.00 A.M.
*Tientsin	Queensway	Tuesday, 14th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 14th, 10.00 A.M.
Japan via Kobe	Dikawa	Tuesday, 14th, 10.00 A.M.
Shanghai, North China and *Japan via Kobe	Laisang	Tuesday, 14th, 10.00 A.M.
SAIGON, STRAITS, Ceylon, ADELAIDE,		
WESTERN AUSTRALIA, INDIA, ADEEN,		
EGYPT and EUROPE via MAREKILLE		
(Late Letters 11 to Noon, Extra		
postage 10 cents.)		
(Letters posted in all the Pillar Boxes		
in time for the first clearance will be		
included in this contract mail.)		
Straits and India via Calcutta	Chili	Tuesday, 14th, 2.00 P.M.
Formosa via Keelung, *Shanghai, *North		
China, *Japan via *Moj, *Victoria, B.C.,		
and *Seattle, (Wash.)	Shidzuoka Maru	Tuesday, 14th, 3.00 P.M.

* Specially superscribed correspondence only.

FORTHCOMING EVENTS.

Wednesday, 15th July—
12.30 p.m.—The Steam Laundry Co., Ltd.,
Meeting of Shareholders at the Office of
Sir C. P. Claxton, C.M.G.
3 p.m.—Auction of Very Valuable Leasehold
Property at Auction Rooms, by Messrs.
Hughes & Hoagh.

Saturday, 18th July—
3.15 p.m.—Third Gymkhana Meeting at the
Happy Valley.

Monday, 27th July—
Noon—The Hongkong Central Estate, Ltd.,
Statutory Meeting of Shareholders.

COMMERCIAL

CLOSING QUOTATIONS.

	July 10th.
ON LONDON—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days' sight	1/10 1/2
Bank Bills, at 4 months' sight	1/10 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills, 4 months	1/10 1/2
ON PARIS—	
Bank Bills, on demand	23 1/2
Credits, at 3 months' sight	23 1/2
ON GERMANY—	
On demand	12 1/2
ON NEW YORK—	
Bank Bills, on demand	45 1/2
Credits, at 60 days' sight	45 1/2
ON BOMBAY—	
Telegraphic Transfer	140 1/2
Bank, on demand	140 1/2
ON CALCUTTA—	
Telegraphic Transfer	140 1/2
Bank, on demand	140 1/2
ON SHANGHAI—	
Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2
ON YOKOHAMA—On demand	92
ON MANILA—On demand—Paseo	92
ON SINGAPORE—On demand	92
ON BATAVIA—On demand	11 1/2
ON RAIPHOONG—On demand	5 1/2 p.m.
ON SAIGON—On demand	5 1/2 p.m.
ON BANGKOK—On demand	8 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.55
GOLD LEAF, 100 fine, per tael	\$55.20
SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

Hongkong, 20 cents piece	per cent.
Hongkong, 10	\$ 9.00 discount.
Hongkong, 10	\$ 9.88

MAILS VIA SIBERIA.

London	Shanghai
June 20th.	July 6th.

ASK
SPECIALLY
FOR
MACKIE'SWHITE HORSE
WHISKY.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

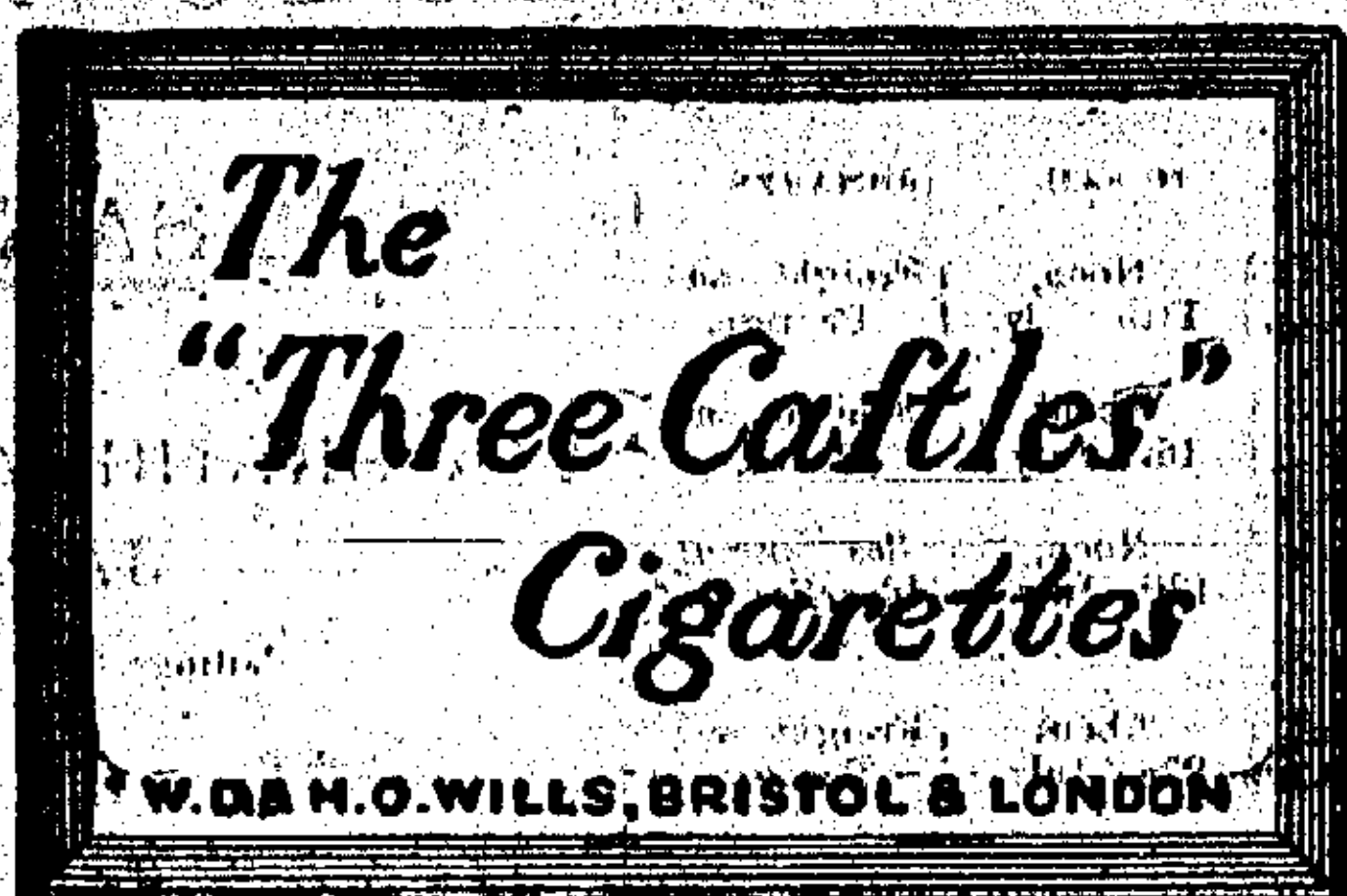
HEART
Tonic
DIGESTIVE
AND
NON-GOUTY.\$20 DOZ.
INCLUDING
DUTY.

SHARE LIST—QUOTATIONS.

HONGKONG, 13th JULY, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA- TIONS CASE.	REMARKS ON BASIS OF LAST DIV'D.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$110, buyers	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$11 1/2, sellers	10 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4 1/2, sellers	
China Merchants Bank, Ltd.	50,000	\$1	all	\$8 1/2, sellers	8 p.c.
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all		
CORPORATE MILLS—					
Ewo Cotton Spin'g. & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 131, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7 1/2	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$38	3 1/2 p.c.
DOCK AND WHARVES—					
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$82 1/2, buyers	4 p.c.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$62 1/2, buyers	4 1/2 p.c.
New Amoy Dock Co., Limited	10,000	\$62	all	\$8 1/2	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60, buyers	
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 90, buyers	
Shanghai Dock and Engineering Co., Ltd.	400,000	\$10	all	\$6, sal. & buy.	
Green Island Cement Co., Limited	60,000	\$10	all	\$40, buyers	1 1/2 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$40, buyers	1 1/2 p.c.
HONGKONG HOTEL COMPANY LIMITED	20,000	\$50	all	\$125, buyers	5 1/2 p.c.
Manila Metropolitan Hotel, Limited	15,000	P. 10	all	\$73, sellers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$30, buyers	4 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25, buyers	9 p.c.
Hongkong & South China Steam Fishers Co., Ltd.	15,000	\$5	all	\$10	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$12	
Hongkong Tramway Co., Ltd.	325,000	5/-	all	12 1/2, sellers	
INSURANCE—					
Centennial Insurance Office Co., Limited	10,000	\$250	\$50	\$110, buyers	6 1/2 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$155, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$390, buyers	7 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$170, buyers	6 1/2 p.c.
Yantai Insurance Association, Ltd.	12,000	\$100	\$60	\$194, @ Ex 75	
LANDS AND BUILDINGS—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$116, buyers	6 1/2 p.c.
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$101, sales	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Hongkong Land Reclamation Co., Ltd.	15,000	\$10	all	\$7.60, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	15,000	\$50	\$30	\$44	
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 92	
Shanghai Land Investment Co., Ltd.	12,500	\$50	all	\$73, buyers	6 p.c.
West Point Building Co., Limited	250,000	Gds. 10	all	Tls. 45, buyers	
MANUFACTURING—					
Langchow exploited in Langkat					
MISCELLANEOUS—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	37 1/2	
Heawood Tin and Rubber Estate, Ltd.	822,000	2/-	all	2 1/2	
Ranch Australasian Gold Mining Co., Ltd.	200,000	\$1	all	\$1, sellers	
Tromps Mines, Limited	160,000	\$1	all	30/-, sellers	
Peak Tramways Co., Limited	25,000	\$10	all	\$9.90, buyers	8 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$0.90, sellers	
Palmer & Papeteries du Tonkin Societe des	15,200	\$10	all	\$5	
RAFFINERIES—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$79, buyers	4 p.c.
Lucas Sugar Refining Co., Limited	7,000	\$100	all	\$23, sellers	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$3, buyers	8 1/2 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$31, buyers	7 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, buyers	
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	\$50, sal. (L'don.	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$55, sal. (L'don.	
Star Ferry Company, Limited	40,000	\$10	all	\$4 1/2, buyers	4 1/2 p.c.
South China Marine Post, Limited	6,000	\$25	all	\$23, sal. buyers	
Steam Laundry Company, Limited	20,000	\$5	all	\$5, sellers	
STONES AND DISPENSARIES—					
Powell, Wm., Limited	15,000	\$7	all	\$3 1/2	6 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$7.40, buyers	9 1/2 p.c.
Union Waterworks Co., Limited	50,000	\$10	all	\$18, buyers	6 1/2 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1888	Tls. 767,900.	Tls. 250	7 1/2 p. annum	Ref.
				VERNON & SMYTH, Share Brokers.



Manufactured from the FINEST
MATURED VIRGINIA LEAF,
and therefore a delight to the heavy
smoker without the slightest fear
of any disagreeable after effects.

SAVE THE COUPONS.
THEY ARE VALUABLE.

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which will shortly be given away
in exchange for coupons that are not
packed with Three Castles Cigarettes.

"The Horse Fair" ... Rosa Bonheur

"Wagon and Team" ...

"Madame le Brun and

daughter" ... Le Brun.

"Lady with Fan," ... Faivre.

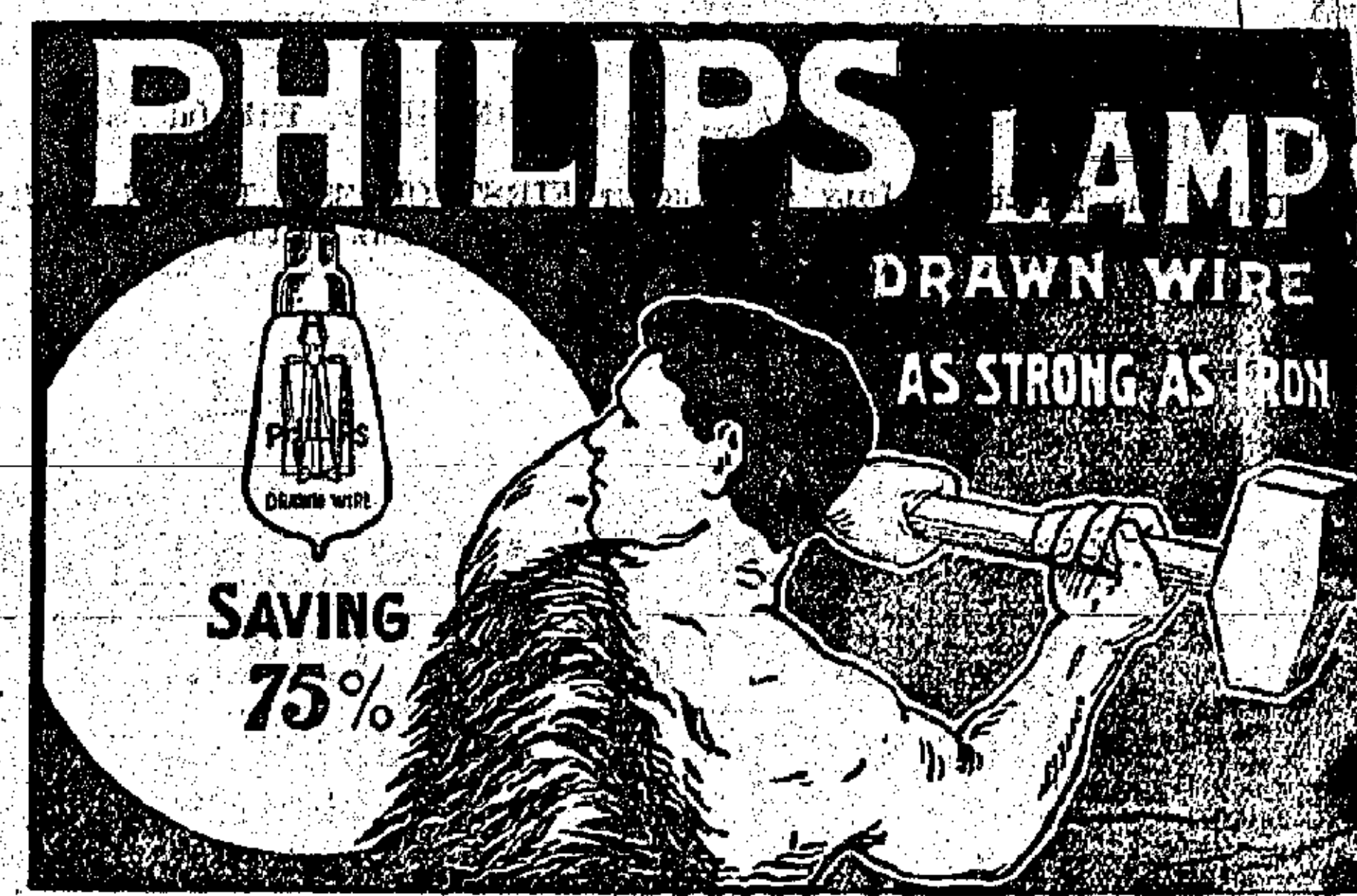
"La Rixe" (The Quarrel), Meissonier.

"The Halt at an Inn" ...

The pictures are not marked by any form of
advertisement



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PRICE REDUCED TO 55 CENTS OR \$6 PER DOZEN
FROM 16 TO 50 C.P.



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